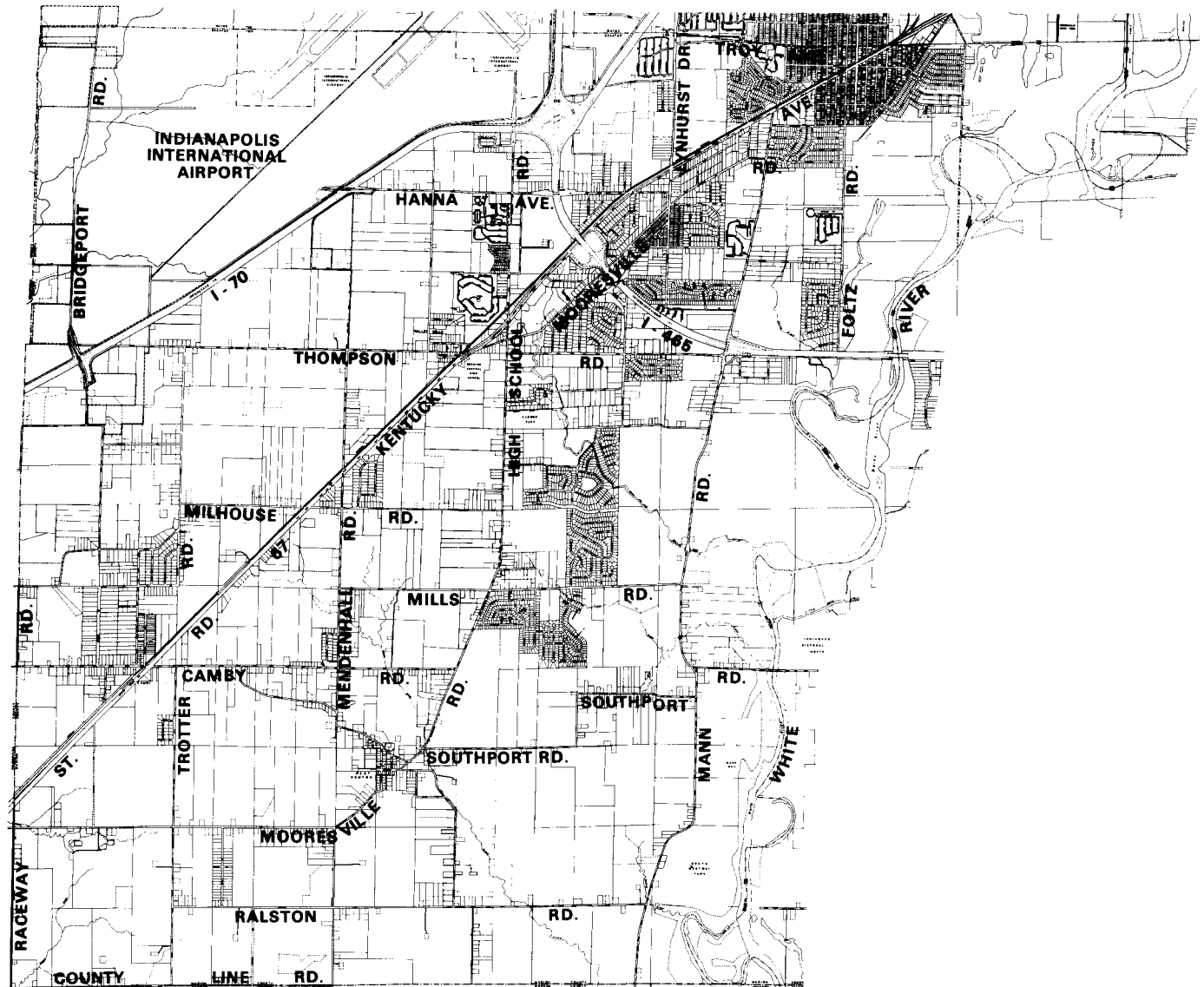


DECATUR TOWNSHIP COMPREHENSIVE PLANNING STUDY



DATA INVENTORY



1989

Department of Metropolitan Development
Division of Planning
Indianapolis-Marion County, Indiana

DECATUR TOWNSHIP
COMPREHENSIVE PLANNING STUDY
DATA INVENTORY

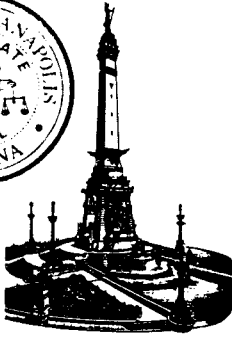
A Collection of Information
to Begin the Decatur Township
Comprehensive Planning Study

City of Indianapolis - Marion County
William H. Hudnut, III Mayor

Department of Metropolitan Development
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February 1990



CITY OF INDIANAPOLIS

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ADMINISTRATOR

DEPARTMENT OF METROPOLITAN DEVELOPMENT
DIVISION OF PLANNING
2021 CITY-COUNTY BUILDING
INDIANAPOLIS, INDIANA 46204
(317) 236-5151

February 1, 1990

Dear Decatur Township Citizens:

This Decatur Township Data Book presents background materials that will be useful in the preparation of the Decatur Township Comprehensive Planning Study.

The Decatur Township Comprehensive Planning Study will provide a public forum for a discussion of the opportunities and the issues in this developing area. The township realized a 71% increase in population from 1960 to 1980. A little less than one-quarter of the land area is currently developed, and the remainder will present important development decisions over the next 20 years. The decisions that are being made now will impact the quality of life for current and future Decatur Township residents.

During this study there will be an opportunity for all Decatur Township citizens to participate in the planning process. The following materials provide a common base of knowledge to begin these important discussions. Additional information regarding participation in the Decatur Township Comprehensive Planning Study can be obtained from the City of Indianapolis, Department of Metropolitan Development, Division of Planning. Please contact Kira Schmidt, Decatur Township Planning Study Coordinator, at 236-5151.

Sincerely,

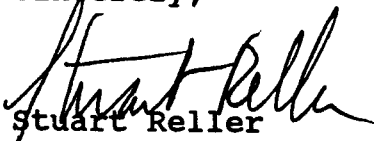

Stuart Reller

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SUMMARY

Decatur Township, in southwest Marion County, remained largely rural and untouched by the suburban growth phenomenon which occurred in most of the eight outlying townships between 1960 and 1980. A significant lack of thoroughfare routes to and from the township, along with limited interstate access are reasons for the slow growth in this township.

Different factors influence the rate and types of development that occur throughout the township. The northern portion of the township experienced substantial growth during the 1960's and has remained relatively stable since. This section is the most developed portion primarily due to its proximity to the central city and the accessibility provided by I-465, I-70, State Road 67, and Mann Road. Although there has been recent growth, much of the remaining portion of the township is rural and undeveloped. The northwest portion of the township is occupied by the southern portion of Indianapolis International Airport. A proposed interstate interchange with Bridgeport Road will have a significant impact on the area when it is completed. The southern portion of the township has seen little development outside the small communities of Camby and West Newton. Factors influencing future growth include I-70/Bridgeport Road, State Road 67, Mann Road, Southport Road, and recreational opportunities along White River. Decatur Township is over 30,000 acres in size.

DEMOGRAPHIC PROFILE (1986 Population Estimate 20,720)

Population Growth

Growth rates for Decatur Township were calculated based upon a small 1960 population of 11,310. Because the growth rates are based upon such a small beginning population, the rates can be misleading. For example, while the growth rate from 1960 to 1980 was 71.8 percent, the net change in population was only 8,116. The population growth rate in Decatur Township from 1960 to 1970 was nearly eight times the growth rate for Marion County. From 1960 to 1970 the township's growth rate was 34 percent. Between 1970 and 1980 the township's rate of growth slowed to just over 27 percent, and it has declined slightly since then. For the two-year periods 1980-1982, 1982-1984, and 1984-1986, the estimated rates of growth are 0.4%, 10.3%, and 1.24% respectively, resulting in an estimated 12.3% rate of growth for the first six years of the decade.

Age Distribution

The largest age cohort is the 20 to 59 year age grouping. Although the largest, this cohort experienced a moderate level of change compared with other cohorts which group smaller spans of age groups. Both cohort of over 60 experienced nearly 100 percent increases. The under 5 cohort experienced a decrease of 5.2 percent and the 5-19 cohort a 62.5 percent increase. Though little population growth occurred among the younger age groups between 1960 and 1980, substantial increases recently in area school enrollments seem to suggest that this trend is changing.

Education

Decatur Township residents followed the national trend toward increasing the level of educational attainment over the last twenty years. In 1980, 9.3% of Decatur Township residents had at least some college education, compared with 4.5% in 1960.

LAND USE CHANGES

Vacant Land

From 1972 to 1988, 1,944 acres of vacant land were developed, reducing the amount of undeveloped land in the township from 15,864 acres (78% of total township acreage) to 13,920 acres (68% of the total).

Residential Land Use

From 1972 to 1988, residential land use increased by 38% (790 acres). Residential land uses accounted for 10.2% of the township's total land in 1972, and 14% of the total in 1988.

Commercial Land Use

Land used for commercial purposes increased by 49% between 1972 and 1988. Nearly 49 acres were converted to some type of commercial use during that period, bringing the portion of Decatur Township land used commercially to 0.3% of the total.

Industrial Land Use

Land used for industry increased 289%, from 43.8 acres in 1972, to 170.5 acres in 1988. Less than 1% of the township's total acreage was devoted to industrial land uses in 1988.

Public and Semi-Public Land Use

Primarily due to airport expansion, public and semi-public land uses accounted for 1003.7 more acres in 1988 than in 1972, resulting in a 44.3% increase for that land use category. Its share of the township's total land acreage increased, from 11.2% in 1972, to 16.1% in 1988.

ZONING CHANGES

Residential Category

Residentially zoned areas in Decatur Township increased by 317.8 acres between 1971 and 1987, a 8.9% increase. In terms of raw acreage, a great majority of this zoning activity was concentrated in medium density districts.

Commercial Category

Land zoned for commercial purposes increased by 132.8 acres (45.%%), resulting in a 80% increase (+20 acres) in the amount of land zoned for office use and a 42.2% increase (+112.8 acres) in the amount of land zoned for retail uses. By 1987, land zoned commercially accounted for 2.1% of the township total.

Industrial Category

Industrially zoned land represented 10.8% of all land in Decatur Township in 1987, up from 10.1% in 1971. A total of 2188.8 acres were zoned for industrial uses in 1987, compared to 2043.3 acres in 1971. The acreage is evenly split between light and general industrial categories -- 1070 acres and 1118 acres respectively.

Public and Special Use Category

Acreage devoted to public and semi-public, or special use zoning increased over the sixteen year period, from 2561 acres in 1971, to 2718 acres in 1987. A substantial portion of the public and semi-public zoning is accounted for by the Indianapolis International Airport (1,005 acres).

Agricultural Category

Agricultural zoned acreage declined from 11,820 acres in 1971 to 11,067 acres in 1987, a decrease of 6.4%. Agricultural districts accounted for 54.5% of the township's total acreage by 1987.

LAND USE, ZONING, AND COMPREHENSIVE PLAN COMPARISONS

Residential Use

The Comprehensive Plan recommends that 12,283 acres be developed eventually for residential use (60.5% of the township). This is nearly four times as much residential development as that which existed in 1988.

Commercial Use

In 1987, 354 more acres were zoned for commercial use than were actually developed. However, the 424.8 acres zoned for commercial use in 1987 surpassed the number of acres recommended by the Comprehensive Plan for such use (404 acres).

Industrial Use

The amount of land zoned for industry also exceeded that planned for industry in 1987 by 628.2 acres (2188.8 acres vs. 2817 acres). Currently, only 170.5 acres are actually developed industrially.

Public, Semi-Public, and Special Uses

More land is shown on the Comprehensive Plan Map as recommended for public or semi-public use than is actually developed or zoned. This is due mostly to the interpretation of the Comprehensive Plan's "urban Conservation" land category as "semi-public" -- an interpretation which is misleading. Much of the land shown by the plan as recommended for urban conservation can actually be developed, but it should be developed so as to minimize any potential impacts on the natural habitat. Likewise, the amount of land zoned for public and semi-public uses is difficult to compare with that planned or actually developed for such uses because public streets are not included (477.0 acres). Regardless of which data is solicited, public and semi-public lands account for a substantial portion (23.6%) of the total township acreage.

Agricultural Use

More than one-half (54.5%) of the total township acreage was zoned agricultural in 1988. The Comprehensive Plan assumes full urbanization, with no agricultural land remaining. As of 1988, in terms of actual land use, 14,109.3 acres remained undeveloped, with most of that being utilized for agriculture.

TRANSPORTATION SYSTEM

Decatur Township's street system is designed in a basic grid pattern (especially in the southern and western portions), with State Road 67 and Interstate 70 providing access to and from the rest of the urban area.

Public Transit

The Indianapolis Public Transportation Corporation (Metro) currently operates one express bus route which serves Decatur Township.

Bridges

There are 19 bridges in the township, three of which have sufficiency ratings considered to be below satisfactory.

High Accident Locations

Of the 48 most troublesome intersections in Marion County, one is in Decatur Township. This high accident location is located at the intersection of Lynhurst Avenue and Troy Avenue.

Decatur Township Network Performance

By the year 2005, it is expected that there will be more congestion in Decatur Township than exists today. Priority improvements proposed in the Official Thoroughfare Plan will help minimize increases in congestion. However, in order to maintain today's level of service, that plan will have to be amended and further improvements will be necessary.

Planned Roadway Improvements

There are 22 specific projects currently proposed for Decatur Township during the 1990-1994 transportation program period. These projects include: Long Range Plan Improvements, Transportation System Management Improvements, Bridge Improvements, Interstate Improvements, and Indianapolis Airport Authority Improvements. The total project cost during the five year program period is estimated at \$87,486,000.

DECATUR TOWNSHIP PUBLIC SCHOOL SYSTEM, PUBLIC SAFETY SERVICES, AND PARKS

The Decatur Township Schools

The Decatur Township Metropolitan School District has a current enrollment of nearly 5,000 students. After a slight decline in the late-seventies area school enrollments have begun to surge upward again. The Metropolitan School District of Decatur Township has recently constructed additional classroom space in order to meet the increased demand.

Police and Fire Service

Fire protection services in Decatur Township are provided by the Decatur Township Fire Department. There are four fire stations in Decatur Township. Emergency medical services are provided primarily by the Decatur Township Fire Department stations 1, 3, and 4. Police protection is provided by the Marion County Sheriff's Department.

Parks in Decatur Township

Decatur Township is served by Carson Park and Southwestway Park. Carson Park is a neighborhood park and Southwestway a regional park. Additional parks will be necessary to serve the township as its population increases.

DEVELOPMENT DETERMINANTS IN DECATUR TOWNSHIP

Soils

Soil information indicates that a substantial portion of currently urbanized land in Decatur Township is rated "Severe" for urban development. The "Severe" rating is attributable to high water table, slow permeability, and susceptibility to surface water ponding. Overcoming these severely limiting soil characteristics requires both sanitary sewer service and associated surface water removal (i.e. an adequate drainage system).

Sanitary Sewer Systems

Nearly one-quarter Decatur Township is served by sewers. Those areas where sewer service is not present must rely upon septic systems.

Drainage System

Most drainage improvements in Decatur Township are currently being implemented in conjunction with private development projects since most of the problem areas are in undeveloped portions of the township.

Gas, Electrical, and Water Service

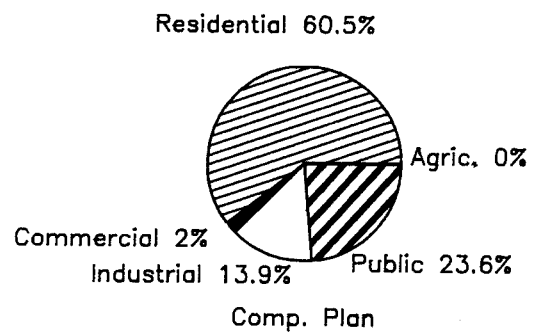
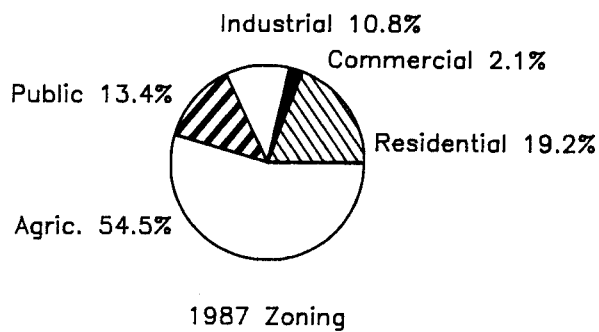
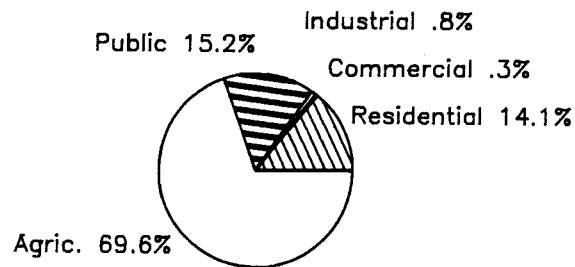
All major developments in Decatur Township are or can be served by gas, electrical, and water service.

DECATUR TOWNSHIP PROJECTIONS

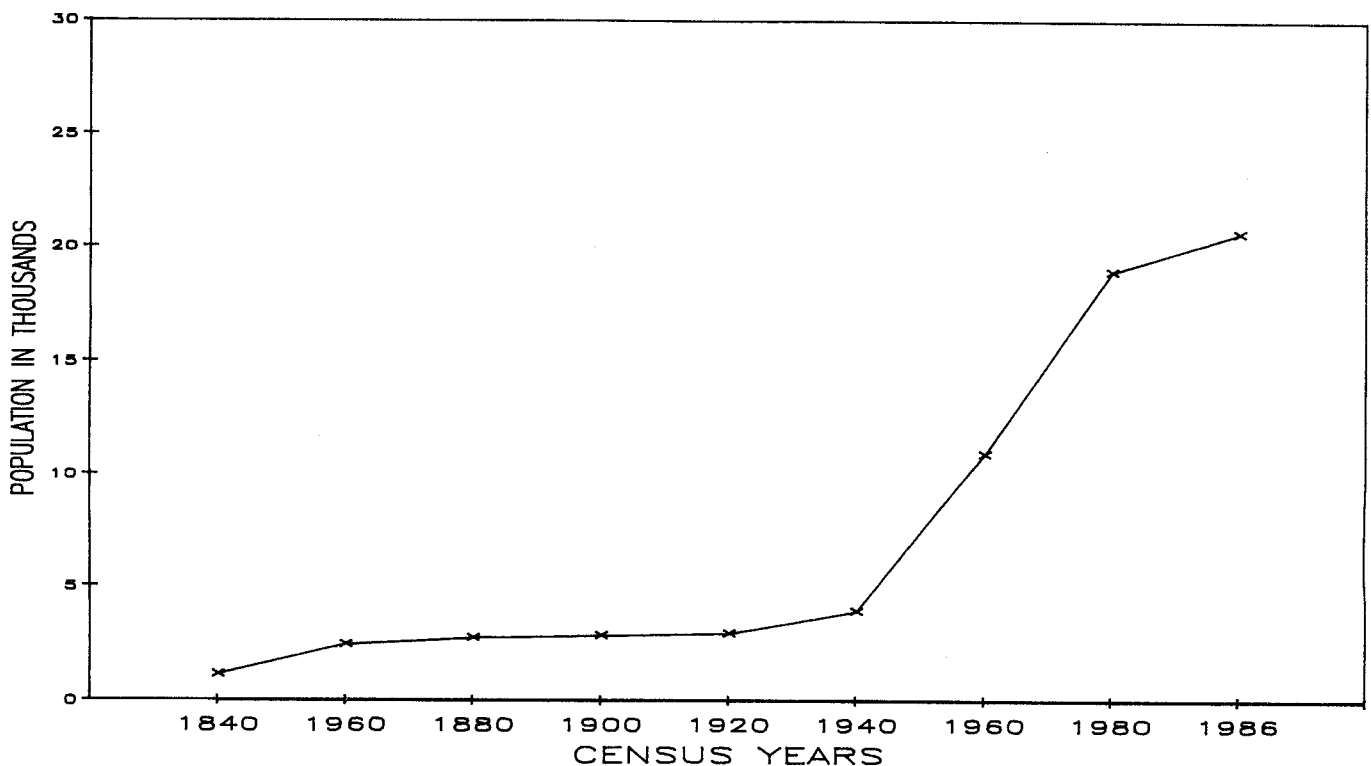
Assuming that future growth and land development follows the recommendations made in the 1984 Comprehensive Plan; and, assuming that the growth rates experienced by Decatur Township for residential, and industrial development over the past five to twenty-five years continue into the future, full development of the Township would not occur until 2120. Upon reaching this fully developed state, Decatur Township will contain over 28,020 additional housing units, nearly 27,348 new households, about 2,361,761 square feet of additional commercial space, and another 22.8 million square feet of industrial buildings. Total population would increase to 77,078 persons.

DECATUR TOWNSHIP SUMMARY FIGURES

Land Use, Zoning & Comp. Plan Comparisons



POPULATION GROWTH, 1840 to 1986



INTRODUCTION

PURPOSE

The purpose of planning in Decatur Township is to ensure the preservation, redevelopment and enhancement of existing development while encouraging efficient and orderly new growth. Through the efforts of the city and the residents of the township, a plan can be developed with specific guidelines for the coordination of resources, the reinforcement of township goals, and the realization of township residents' ideas. When the township plan is finalized by the township resident's advisory board and officially adopted by the Metropolitan Development Commission, it becomes a guide for implementing public improvements programs, making decisions on zoning cases, inviting private investment, and creating an orderly land use pattern for the development of the Township.

WHAT IS TOWNSHIP PLANNING?

The township plan is a detailed plan of a part of the county. This plan is a refinement of the overall Comprehensive Plan for Indianapolis. Since its major function is to guide development, the plan does not mandate action, but outlines the necessary steps to action. Township planning seeks to guide both the short-term and long-range improvements, but is focused principally on those changes which may require considerable time and effort to accomplish.

A vital part of township planning is the involvement of the residents. Expressed needs and desires of the residents are examined and interpreted through an organized process involving the active participation of those for whom the planning is done. The township's assets, problems, and community resources are researched, and recommendations for improvement are formulated. Meaningful goals, policies, plans, and programs result when citizens, planners, and local interest groups exchange information. The end product is a consensus document reflecting a partnership between the township residents and the city. The township plan sets the stage for continuing community-government relations and shows the steps required for implementation over a 20 year period.

THE PROCESS

The staff of the Division of Planning, together with other city agencies, the Decatur Township Township Advisory Board and other interested groups and individuals will work together to prepare the Decatur Township Comprehensive Plan. The process includes the following principal steps:

- 1) Preparation of a data inventory;
- 2) identification of neighborhood assets and problems;
- 3) establishment of neighborhood issues and goals;
- 4) preparation of planning recommendations;
- 5) review and update of planning recommendations;
- 6) preparation of a general land use;
- 7) preparation and printing of the final plan;
- 8) adoption of the plan by the Metropolitan Development Commission.

CHAPTER 1

HISTORY OF DECATUR TOWNSHIP

"VENOMOUS REPTILES SAID TO HAVE TERRORIZED COMMUNITY BANISHED FROM DENS"... was the headline of the Indianapolis News on January 3, 1931. One hundred seven years earlier, in 1824, John Kenworthy found a "yellow spotted" rattlesnake den. The following spring he and other Decatur Township settlers sought out the horrible reptiles - killing one hundred seven. According to B.R. Sulgrove, the only human poisoned by a snake was Ira Plummer. She recovered successfully with whiskey and a tea made from blue ash bark. Since 1824 there have not been any such catastrophes. Catastrophe never became a part of the vocabulary of Decatur Township residents. The people of the area are very dedicated to making Decatur Township a pleasant community and this dedication has been instrumental in the growth of the area as a prosperous farming community. The township would not have been so successful without the courage of the primary settlers in the early 1800's and their descendants of today.

Decatur township, named in recognition of Commodore Steven Decatur a veteran war hero of 1812, was established initially as a part of the Decatur-Franklin-Perry Township in 1822. On August 12, 1823 the Indianapolis Board of Commissioners decided to divide Decatur and the other townships. At that time, Decatur Township included a piece of land east of the White River. On January 7, 1833, the citizens of Decatur requested that the land east of the river be designated a part of Perry township.

Even before the township had its boundaries defined, people had been migrating from other eastern states and settling in Decatur township. According to most sources, David Kime was the first man to be an actual resident in 1819. He was followed by Henry Hobbs in 1823. Both Quaker men were from the religious Society of Friends in South Carolina. They helped establish the first Sanders Creek Meeting of Friends in 1827. The meeting was held somewhere southeast of present West Newton. Other Quakers followed, one being Mark Mills. In 1829 he built his home at 6917 Mills Road and today his great grandson resides there. The Mills family was also Quaker. They helped add to the increasing population of Friends Meetings in the township. First, the Sanders Creek meeting moved to a location on Mooresville Road between Camby and Mills Roads, and changed their name to the Easton Meeting of Friends (later renamed West Newton). They also established two new meetings in 1830, at Lick Branch and the Beech Grove Meeting of Friends at Valley Mills. The Quakers were a large majority of the first settlers to the area. Not long after they had built their homes and had begun cultivating crops throughout the township, the community began changing and the needs of the people diversified. Providing for the needs of

the people, a sawmill was built on Dollarhide Creek. It was a seasonal industry operating only during the wet season. Consequently, the sawmill did not operate more than a few years due to its short working season. The sawmill was the first sign of industry in Decatur, but soon after, town building (construction) was the major industry.

The first town platted in Decatur Township was Fremont (later renamed Valley Mills). Fremont was platted on March 21, 1839. The second town to be platted was Spring Valley, in 1848. This town had some promise, so the first Post Office was established there. Unfortunately, Spring Valley was challenged by Fremont and West Newton and could not remain competitive. The town folded, and today there is no trace of Spring Valley. The third town platted in the area was West Newton. It was platted in 1851 by Christopher Furnas. The fourth town platted was Camby. The last town that came to life, and the town closest to downtown Indianapolis, is Mars Hill. The four towns in Decatur went through many changes from 1822 to 1848, but the growth was not finished.

In 1858 the first Methodist church was built. Then, In 1867 the Indianapolis-Vincennes Railroad was built through the township. The last major event for Decatur Township in the 19th century occurred in 1868 and 1870 when the first telegraph and telephone lines were installed. The community remained relatively unchanged until the 1900's. A few businesses, churches and homes were built, but overall the area remained farmland. It was not until about 1926 that an industry located again in the township. It was then that the Maplehurst Dairy was founded. Howard Mills, the grandson of a Decatur settler Mark Mills, began the dairy which is currently located on Thompson Road. The dairy has grown through the years and now supplies products to Marsh supermarkets and has invested in the international market.

During the twentieth century, Decatur Township has grown primarily as a residential and farming community. Many social organizations, including churches, were established which gave the township a binding force. The West Newton School was expanded and a junior high school and three elementary schools opened. The expansion of the school system reflects the residential growth of Decatur Township. Two parks were established, Carson Park, and Southwestway Park. Both parks have master plans which specify proposals for improvements ranging from picnic shelters to park expansions.

There is no other place in Indianapolis like Decatur Township. It is a small piece of the country within a large city. The community is basically agriculturally oriented as well as a place where people live to get away from the big city.

Table 1
THE CHRONOLOGICAL HISTORY OF DECATUR TOWNSHIP

<u>Title</u>	<u>Description</u>	<u>Date</u>
David Kime	First settler to the area	1819
Indians	Formally left the state by treaty	1820
Decatur Township	Established as Decatur-Franklin-Perry Township	1822
Henry Hobbs	Second settler to the area	1823
Decatur Township	Decatur-Franklin-Perry Township divided to three townships	1823
Snakes	John Kenworthy discovered them in the township	1824
School	First school, taught by Samuel Lick	1824
Baptist Liberty Church	Built on John Thompson's land	1826-27
Sanders Creek	First meeting of Friends in the township	1827
West Newton Cemetery	Built next to an Indian burial ground	1828
Mark Mills	Built home at 6917 Mills Rd.	1829
Lick Branch Meeting of Friends	First held in a log cabin	1830
Beech Grove Meeting of Friends	Held in Valley Mills	1830
Decatur Township	Decatur Township was divided along White River	1833
Sawmill	First built at Dollarhide Creek by Reuben Jessup	1834
Fremont	The first town of the township was established	1839
Baptist Liberty Church	Ceased to exist after 15 years	1841

Table 1 (cont'd)

<u>Title</u>	<u>Description</u>	<u>Date</u>
Spring Valley	Second town platted in Decatur Township	1848
Mt. Pleasant Baptist Church	Built in the area	1850
Population	1,008	1850
West Newton	Third platted town in Decatur Township	1851
Isaac Hawkins	First permanent Postmaster in West Newton	1851
Gristmill	Built by Ira Holmes and James A. Mars	1854
Distillery	Built by Stephen Ward	1857
Friends Church	Built west of the railroad	1857
Methodist Church	Built in the area	1858
St. James Catholic Church	Built in the area	1858
Population	1,387	1860
Mooreville Rd.	Built through the area	1863-64
Teachers	Friends and township officials began paying teachers \$20.00 per month	1866
Indianapolis/Vincennes Railroad	Built through the township	1867
Telegraph	First line installed	1868
Telephone	First line installed	1870
West Newton Meeting House and school	Built in replacement of the first meeting place for the Friends	1870
Population	1,589	1870
Saw and Machinery Addition	Added to the Gristmill	1873

Table 1 (cont'd)

<u>Title</u>	<u>Description</u>	<u>Date</u>
Population	1,647	1880
Camby	Fourth platted town, by Don Carlos Morgan	1890
Population	1,555	1890
West Newton School	Second structure built	1900
Population	1,550	1900
Population	1,594	1910
Booklovers Club	Established in the township	1912
Decatur Central Parents and Teachers Association	Began for the students in the township	1919
Population	1,636	1920
Maplehurst Dairy	Established on Thompson Rd.	1926
Development Activity	Increase in recorded residential subdivision plats	1925-28
Indianapolis Municipal Airport	Land purchased by city	1928
Valley Mills Homemakers Society	Established in Valley Mills	1930
Population	2,711	1930
Indianapolis Municipal Airport	Airport construction complete, facility dedicated	1931
Decatur Central Junior High School	Original structure finished	1931
Camby Community Church	Built at 8600 Camby Rd.	1938
Population	3,797	1940

Table 1 (cont'd)

<u>Title</u>	<u>Description</u>	<u>Date</u>
Wier Cook Municipal Airport	Indianapolis Municipal Airport name changed	1944
Employment Character	62% of population employed in industry or trade businesses.	1947
Legislation	Enacted conservacy districts in Townships and Counties.	1947
Population	6,237	1950
Southern Baptist Church	Built in the area	1951
Decatur Elementary School	Original structure built	1953
West Newton School	Large addition completed	1954
St. Stephens Lutheran Church	Finished and dedicated	10/59
Population	11,310	1960
Wier Cook Municipal Airport	Improvements made to airport	1960's
Southwestway Park Phase 1	150 acres acquired by City of Indianapolis	1961
I-465 Bridge	Completed over White River	10/63
Valley Mills Elementary School	Original structure built	1964
Carson Park	Land deeded to Marion County for park	1964
Friends Meeting House	Newest meeting house built	2/65
Lynwood Elementary School	Original structure built	1968
Population	15,187	1970
Wier Cook Municipal Airport	Airport expanded	1970's

Table 1 (cont'd)

Southwestway Park: Phase 2	167 acres acquired by City of Indianapolis	1972
Indianapolis International Airport	Twenty year master plan prepared	1975
Indianapolis International Airport	Wier Cook Municipal Airport name changed	1976
West Newton School	1900 building demolished, addition completed to the 1954 Structure	1979
Population	19,426	1980
Southwestway Park: Phase 3	40 additional acres acquired by City of Indianapolis	1984
Purolator Courier	Distribution hub created on the Airport grounds in Decatur Township	1986
Federal Express	Replaced Purolater Courier at the Airport site within the township	1988
Indianapolis International Airport	Noise abatement program conducted by airport	1989

CHAPTER 2

DEMOGRAPHIC PROFILE

Population

Over the past twenty five years the population of Decatur Township has increased by approximately 83.2 percent from 11,310 persons in 1960 to 20,720 in 1986. The net increase of 9,410 persons is the smallest gain of any township during that time period except for Center township which saw a loss of 132,971 people. On a percentage basis Decatur Township saw the fourth largest increase of all townships. The four corner townships experienced the highest rate of population increase due primarily to their lack of development prior to 1960. Pike Township saw the greatest percentage increase at 394.6 percent. Lawrence and Franklin followed with 144.3 percent and 143.7 percent respectively. With an area of approximately 32.3 square miles, Decatur Township is the smallest of the nine townships. It's population density as of the 1986 population estimate was the second lowest of all townships at 641.5 persons per square mile. Franklin Township at 423.9 persons had the lowest density. The northeastern portion of the township is the most populated due primarily to its proximity to the central core of Indianapolis.

The township has been divided into three subareas in order to provide a more detailed look at population and other factors which influence growth. Subarea One is bounded by the Marion/Hendricks County Line, a line extending westward at the same latitude with Troy Avenue (3000 South), High School Road, and a bending southern boundary following Epler, Stanley, Colonial, Flynn, and Milhouse Roads. Subarea Two is bounded by High School Road, Troy Avenue and a line extending east and west at the same latitude, the White River, and Thompson Road and I-465 for the southern boundary. Subarea Three is bounded by the Marion/Hendricks County Line, and a curving northern boundary following Epler, Stanley, Colonial, Flynn, Milhouse, High School, and Thompson Roads, and I-465. (see Map 1)

Decatur Township has experienced gradual, yet substantial demographic changes in the past thirty years. Certain areas of the township have experienced substantial growth, while other areas have had little growth. Subarea One experienced very little population change, while Subarea Two experienced a 47% increase and Subarea Three a 130% increase.

Subarea Three experienced an overall increase in population of 3,764 from 1960 to 1980. The population trend for this area shows a nearly fifty percent increase every ten years.

Subarea Two had a 47% increase in population for the same span of years. However, the corresponding pattern of growth in Subarea Two is nearly twenty percent every ten years.

Subarea One experienced a 78% increase in population between 1960 and 1980. In this Subarea, there appears to be a trend towards slower population growth, as the 78% increase was fully established between 1960 and 1970, and little growth occurred between 1970 and 1980.

Overall, Decatur Township has experienced a 71.8% increase in population. Whereas Marion County has experienced a 9.7% increase between 1960 and 1980. Decatur Township accounted for 2% of Marion County's total population in 1980 compared with 1% in 1960.

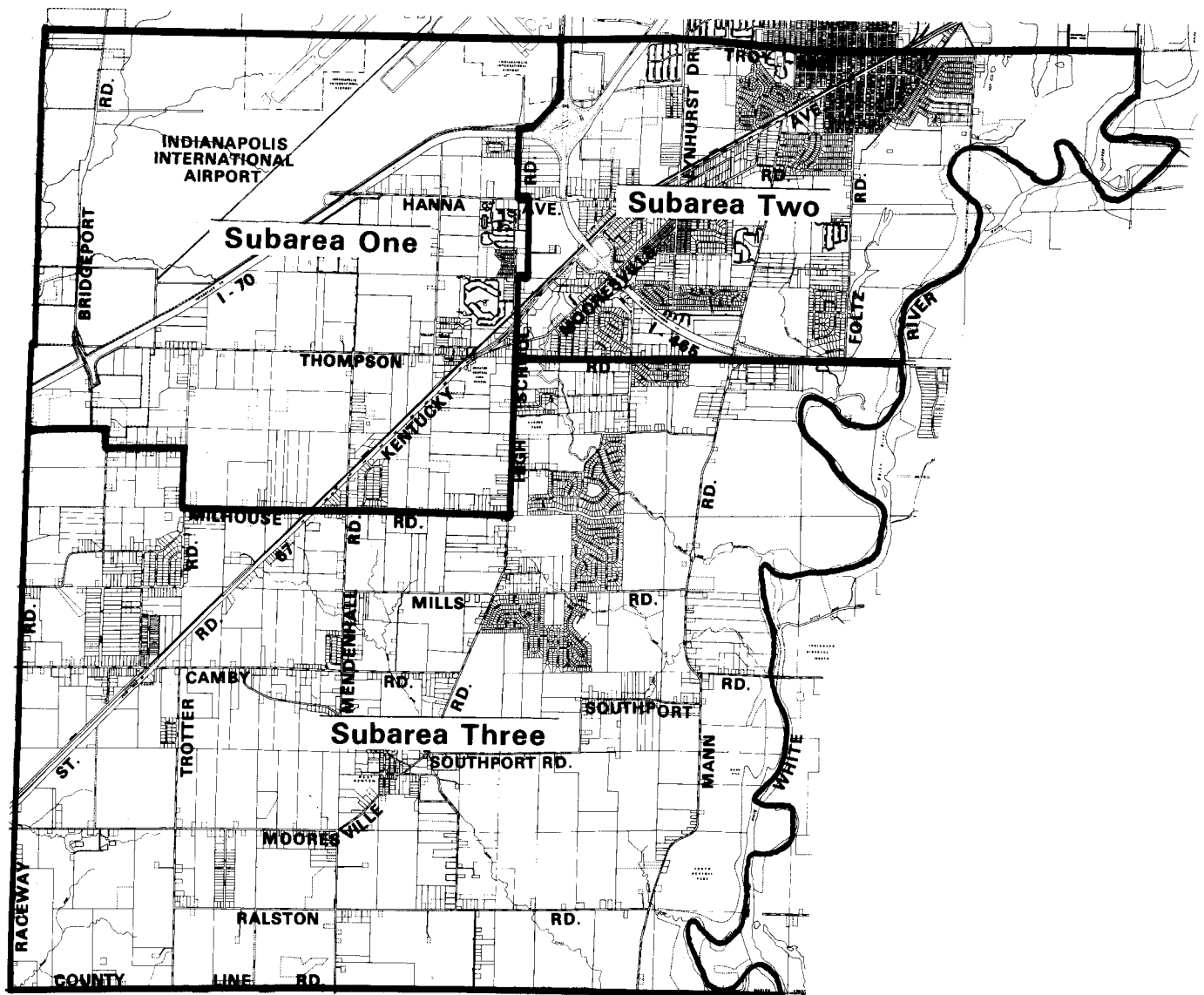
Population in Decatur Township is projected to steadily increase to over 25,000 by 1990. (See Table Two for population data.) Housing data can indicate population change for an area and is more current than the population census data.

Housing

From 1960 to 1980, Decatur Township experienced a faster rate of growth in housing stock than Marion County. This is shown on Table Two. During those years, Decatur Township experienced a 111.7% increase in housing stock while Marion County experienced only a 34.6% increase. The percentage of owner-occupied housing decreased from 85% in 1960 to 78% in 1980. On the other hand, renter occupied housing increased by 948 units, and in 1980 made up 22% of the housing stock in Decatur township. Decatur Township experienced a twelve percent gain of total housing units from 1980 to 1986. This rate of increase is comparable to that of Perry and Washington Townships for the same period of time. Table Three compares housing unit change in Decatur Township and four other Marion County Townships.

Age

The largest age group, the 20-59 age cohort makes much of Decatur Township's population. Because the age group spans nearly forty years of possible births and deaths, the significance of the 20-59 age cohort is lessened. The smallest cohort, which spans four years, is the 60-64 age group. During the study period this cohort exhibited no overall percentage change in comparison to other cohorts in Decatur Township. In other words, although the cohort doubled in size, it remained three percent of Decatur Township's total population. This is similar to the 65+ cohort which also doubled its population yet only increased 1% compared to the township's total population. The 5-19 age cohort increased by 2,204. However, the 5-19 cohort decreased from 31% of the township's population in 1960 and 35% in 1970, to 29% of the township's population in 1980.



DECATUR TOWNSHIP

MAP 1 / SUBAREA LOCATIONS

The preparation of this map
was financed in part by a
Community Development Block Grant



October, 1989
Department of Metropolitan Development
Division of Planning
Indianapolis-Marion County, Indiana

The under 5 cohort, which made up 8% of the township in 1980, experienced a decrease of 267 between 1960 and 1970 and an increase of 172 between 1970 and 1980, resulting in an overall decrease of 85 (5.2%) from 1960 to 1980.

Households

Total township households have increased 111.7% compared to a 34.6% county wide increase. Two-thirds of this growth has occurred from 1970 to 1980. From 1960 to 1980, the number of persons per household decreased at similar rates for both the county (-18.6%) and township (-16.2%). Decatur Township's average persons per household was 3.1 in 1980, significantly higher than Marion County's average of 2.6 person's per household. The median family income increased for the County and township from 1960 to 1980. During the study period Decatur Township experienced a 70% greater rise in median family income than Marion County.

EDUCATIONAL ATTAINMENT

The majority of the population in Decatur Township do not have any college education, although most of the population has completed high school. Since 1960 there has been a 253% increase in the number of township residents who have obtained at least some college education (See Table Four).

Table 2
DECATUR TOWNSHIP DEMOGRAPHICS

ITEM/AREA	1960	1970	1980	60-80 % CHANGE
<hr/>				
POPULATION				
Total				
Decatur Township	11,310	15,187	19,426	71.8
Marion County	697,567	792,299	765,233	9.7
Under 5 years				
Decatur Township	1,645	1,388	1,560	(5.2)
Marion County	84,931	70,867	57,075	(32.8)
% of Township	15%	9%	8%	
5-19 years				
Decatur Township	3,524	5,372	5,728	62.5
Marion County	180,462	238,095	186,967	3.6
% of Township	31%	35%	29%	
20-59 years				
Decatur Township	5,334	7,367	10,523	97.3
Marion County	345,199	383,714	409,179	18.5
% of Township	47%	49%	54%	
60-64 years				
Decatur Township	301	408	603	100.3
Marion County	27,249	31,485	32,714	20.1
% of Township	3%	3%	3%	
65 years and over				
Decatur Township	505	652	1,012	100.4
Marion County	59,194	68,138	79,298	34.0
% of Township	4%	4%	5%	
<hr/>				
HOUSING				
Total Units				
Decatur Township	2,984	4,226	6,316	111.7
Marion County	211,798	251,522	285,092	34.6
Owner Occupied				
Decatur Township	2,530	3,510	4,914	94.2
Marion County	136,064	154,941	168,539	23.9
% of Township	85%	83%	78%	
Renter Occupied				
Decatur Township	454	716	1,402	208.8
Marion County	75,734	96,581	116,553	53.9
% of Township	15%	17%	22%	
<hr/>				
HOUSEHOLDS				
Total Households				
Decatur Township	2,984	4,226	6,316	111.7
Marion County	211,798	257,522	285,092	34.6
Persons/Household				
Decatur Township	4	4	3.1	(16.2)
Marion County	3.2	3.1	2.6	(18.6)
Median Family Income				
Decatur Township	6742	11838	22,482	233.0
Marion County	6,609	10,819	17,400	163.3
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Figure 1

DECATUR TOWNSHIP POPULATION CHANGE

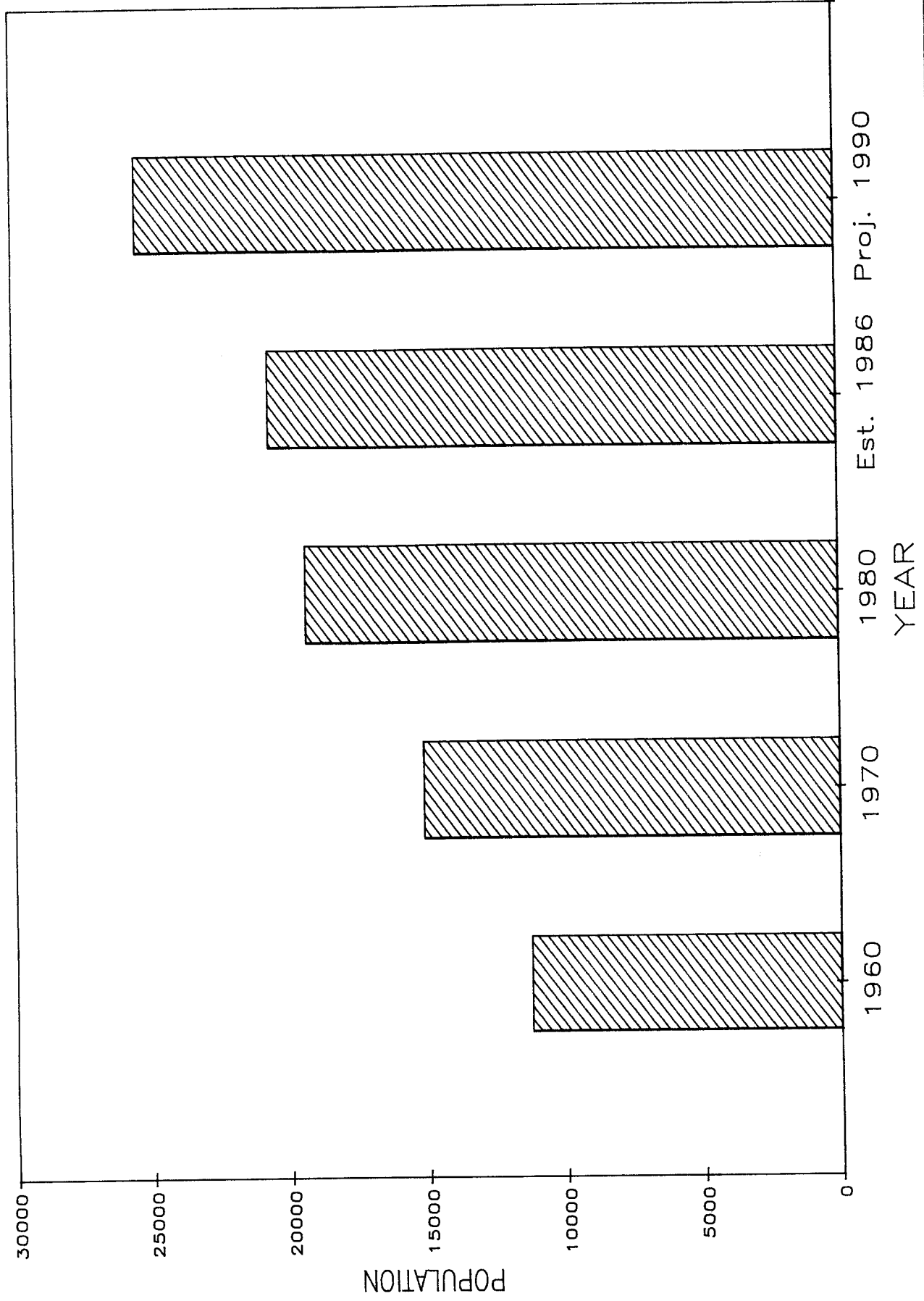


Figure 2

POPULATION BY COHORT

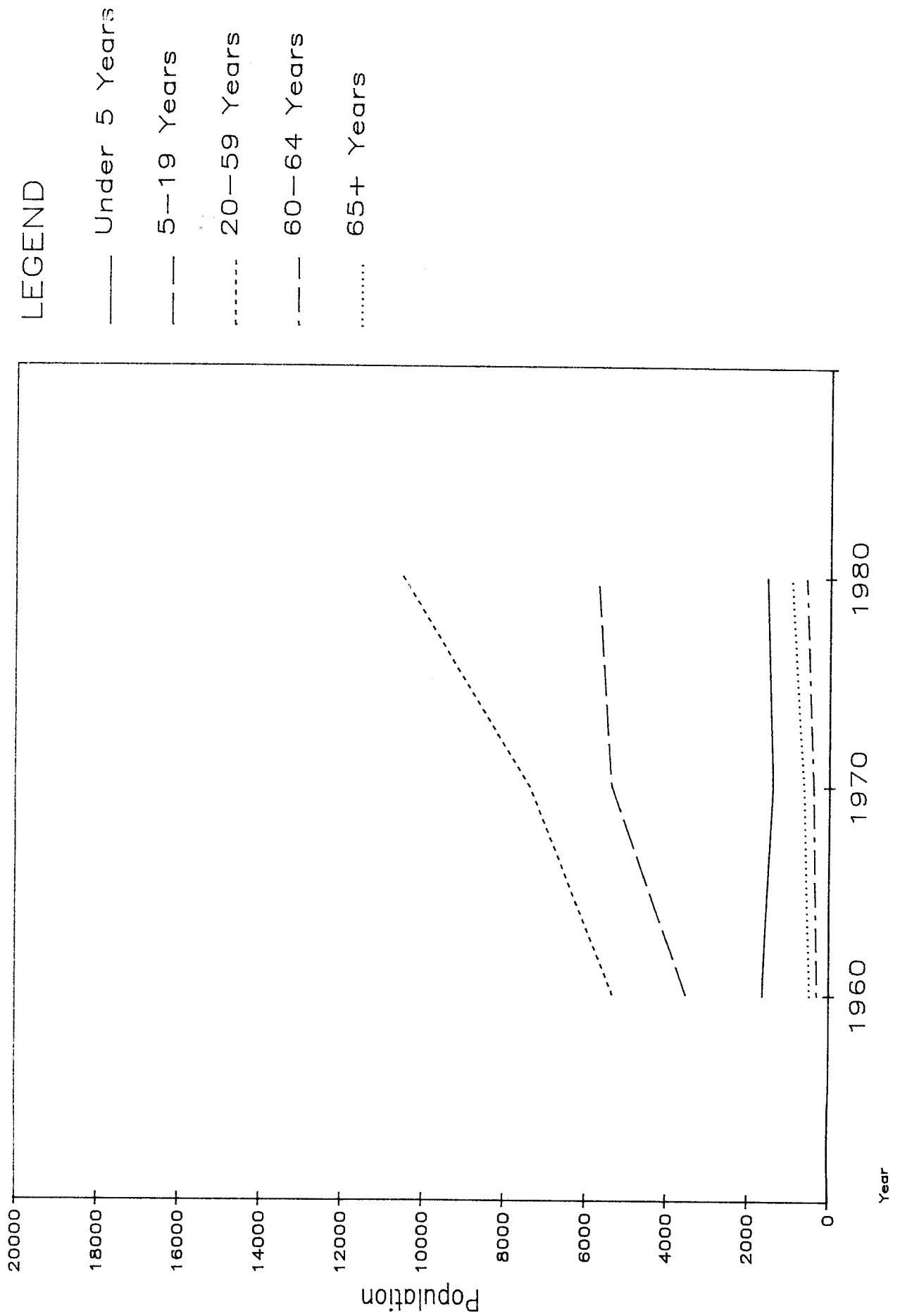


Figure 3
HOUSING

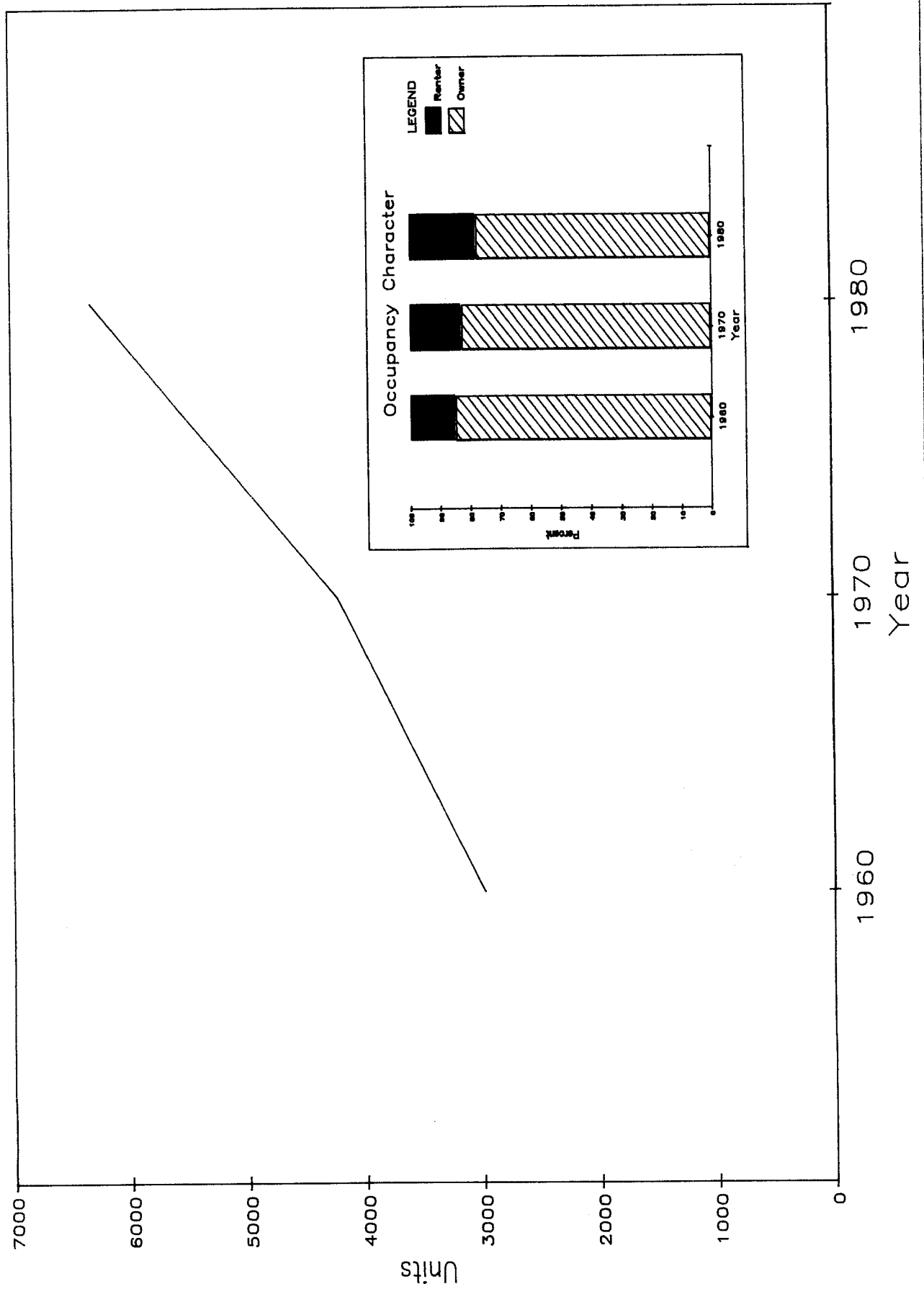


Table 3
HOUSING UNIT CHANGES -
COMPARISONS WITH OTHER TOWNSHIPS

	1960	1980	60 - 80 % Change	1982	1984	1986	80 - 86 % Change
POPULATION							
Decatur Township	11310	19426	71.76%	19807	20006	20720	6.66%
Lawrence Township	34305	75860	121.13%	77771	79980	83080	9.52%
Perry Township	46555	78485	68.59%	80028	79404	79250	0.97%
Pike Township	6662	25336	280.31%	27097	30534	32950	30.05%
Washington Township	97861	129008	31.83%	12930	128851	131360	1.82%
HOUSING UNITS							
Decatur Township	2984	6316	111.66%	6344	7021	7097	12.37%
Lawrence Township	9334	31311	235.45%	32098	33844	368831	1077.96%
Perry Township	13461	30467	126.34%	31345	32186	33938	11.35%
Pike Township	2072	11350	447.78%	13971	15930	18881	66.35%
Washington Township	31415	54811	74.47%	56868	58346	60405	10.21%
S-F & MOBILE HOMES							
Decatur Township	3086	5112	65.65%	5392	5949	6023	17.82%
Lawrence Township	9043	18431	103.82%	18951	19896	21651	17.47%
Perry Township	11374	20480	80.06%	20741	21314	21986	7.35%
Pike Township	2033	4826	137.38%	5234	5807	6711	39.06%
Washington Township	28692	32224	12.31%	32307	32475	32812	1.82%
DOUBLES & MULTI-FAMILY							
Decatur Township	58	952	1541.38%	952	1072	1074	12.82%
Lawrence Township	254	12880	4970.87%	13138	13948	15180	17.86%
Perry Township	449	9987	2124.28%	10604	10872	11952	19.68%
Pike Township	34	6524	19088.24%	8737	10123	12170	86.54%
Washington Township	2725	22587	728.88%	24561	25871	27593	22.16%

POPULATION statistics were taken from the 1980 U.S. Census and subsequent biannual population estimates by the Census Bureau.

HOUSING statistics were compiled using the Division of Planning's Housing Monitoring System. Township totals include both statistics for the City of Indianapolis and any excluded cities within the township boundaries.

1960 HOUSING: Some data is based on sample.

Table 4
DECATUR TOWNSHIP
DEMOGRAPHICS EDUCATIONAL ATTAINMENT

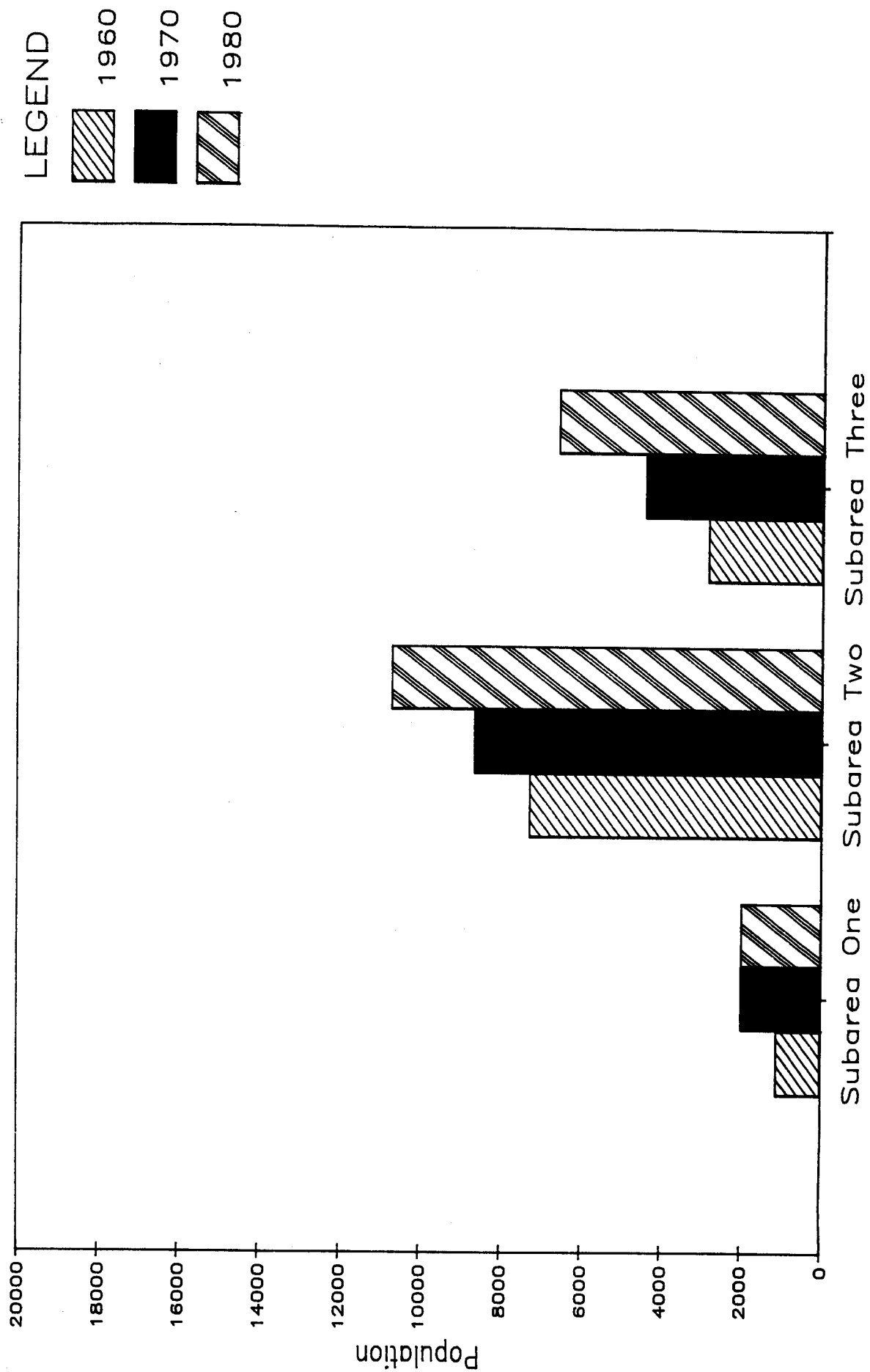
EDUCATIONAL ATTAINMENT	1960	1970	1980	% CHANGE 60-80
<hr/>				
0 - 11 Years				
Decatur Township	3,324	3,598	4,009	20.6
Sub-area One	294	429	461	56.8
Sub-area Two	2,218	2,096	2,551	15.0
Sub-area Three	812	1,073	997	22.8
High School				
Decatur Township	1,667	2,675	4,704	182.2
Sub-area One	227	456	573	152.4
Sub-area Two	976	1,263	2,346	140.4
Sub-area Three	464	956	1,785	284.7
1 or More Years College				
Decatur Township	514	677	1,816	253.3
Sub-area One	67	107	207	209.0
Sub-area Two	243	296	706	190.5
Sub-area Three	204	274	903	342.6

Table 5
DECATUR TOWNSHIP
DEMOGRAPHICS BY SUBAREAS

SUBAREAS\POP.	POP % CHANGE		POP % CHANGE		POP % CHANGE	
	1960	60-70	1970	70-80	1980	60-80
<hr/>						
SUBAREA ONE	1,137	78.4	2,028	0.2	2,032	78.7
SUBAREA TWO	7,298	19.0	8,687	23.8	10,755	47.4
SUBAREA THREE	2,875	55.5	4,472	48.5	6,639	130.9

Figure 4

DECATUR TOWNSHIP POPULATION CHANGE BY SUBAREA, 1960-1980



CHAPTER 3

LAND USE INVENTORY CHANGES

1972 - 1988

Determining recent development patterns is a necessary step in preparing a plan for any geographic area. A principle means of identifying such patterns is to compare inventories of land use at select points in time. In the study of Decatur Township, such a comparison was made using information collected in 1972 and 1988. This period was chosen because it has seen development in areas throughout the township. Aerial photography and zoning ordinances were used to establish land use in 1972, while the 1988 inventory was compiled from field surveys made in June of that year.

A principal measure of change in any geographical area is changes to the mix and spatial distribution of different land uses. For comparison purposes, all of Decatur Township's various land uses were grouped into the following categories:

VACANT LAND	INDUSTRIAL LAND
	Light
RESIDENTIAL LAND	Heavy
Very Low Density	
Low Density	PUBLIC & SEMI-PUBLIC LAND
Medium Density	Streets
	Parks
COMMERCIAL LAND	Airport
Retail	Other Public
Office	

The following information is a summary of the changes in land use revealed by this study.

Vacant Land

Vacant land, for purposes of this study, includes idle (vacant/undeveloped) land as well as that utilized for agriculture. In 1972, 78.1% of Decatur Township fit into this category. During the subsequent 16 years, 1,944 acres were converted to other uses, thus decreasing the percentage of total vacant acreage to 68.6%.

Residential Land Use

A substantial portion of the land converted from vacancy during the study period came into residential use. Acreage in this category increased from 2,078 in 1972 to 2,869 in 1988, representing 14.1% of all land in Decatur Township by mid 1988.

The majority of residential growth occurred in the medium-density dwellings, expanding by 519.5 acres (85.1%). Low- and high-density housing also increased significantly, by 112 acres (8.2%) and 159 acres (157.2%), respectively.

Table 6
DECATUR TOWNSHIP LAND USE CHANGES
1972 - 1988
(ACRES)

LAND USE	1972	1988	% OF 1972	% OF 1988	ABSOLUTE CHANGE	% CHANGE
1. Residential						
a. Single-family	1367.0	1479.0	6.7	7.3	112.0	8.2
b. Single & Two Family	610.5	1130.0	3.0	5.6	519.5	85.1
c. Multi-Family	101.3	260.5	0.5	1.3	159.2	157.2
Subtotal	2078.8	2869.5	10.2	14.1	790.7	38.0
2. Commercial						
a. Office	1.0	1.8	0.0	0.0	0.8	80.0
b. Retail	46.5	69.0	0.2	0.3	22.5	48.4
Subtotal	47.5	70.8	0.2	0.3	23.3	49.1
3. Industrial						
a. Light	35.3	145.0	0.2	0.7	109.7	310.8
b. Heavy	8.5	25.5	0.0	0.1	17.0	200.0
Subtotal	43.8	170.5	0.2	0.8	126.7	289.3
4. Public & Semi-Public						
a. Public & Semi-Pub.	160.8	211.0	0.8	1.0	50.2	31.2
b. Airport	1200.0	2150.0	5.9	10.6	950.0	79.2
c. Streets	713.8	717.3	3.5	3.5	3.5	0.5
d. Public Parks	191.5	191.5	0.9	0.9	0.0	0.0
Subtotal	2266.1	3269.8	11.2	16.1	1003.7	44.3
5. Vacant Land						
Total Acres in Twp.	20301.0	20301.0				
-Land Used in 1-4	4436.2	6380.6	21.9	31.4	1944.4	43.8
Vacant Acreage	15864.8	13920.4	78.1	68.6	-1944.4	-12.3

Figure 5

DECATUR TOWNSHIP LAND USE CHANGES 1972-1988

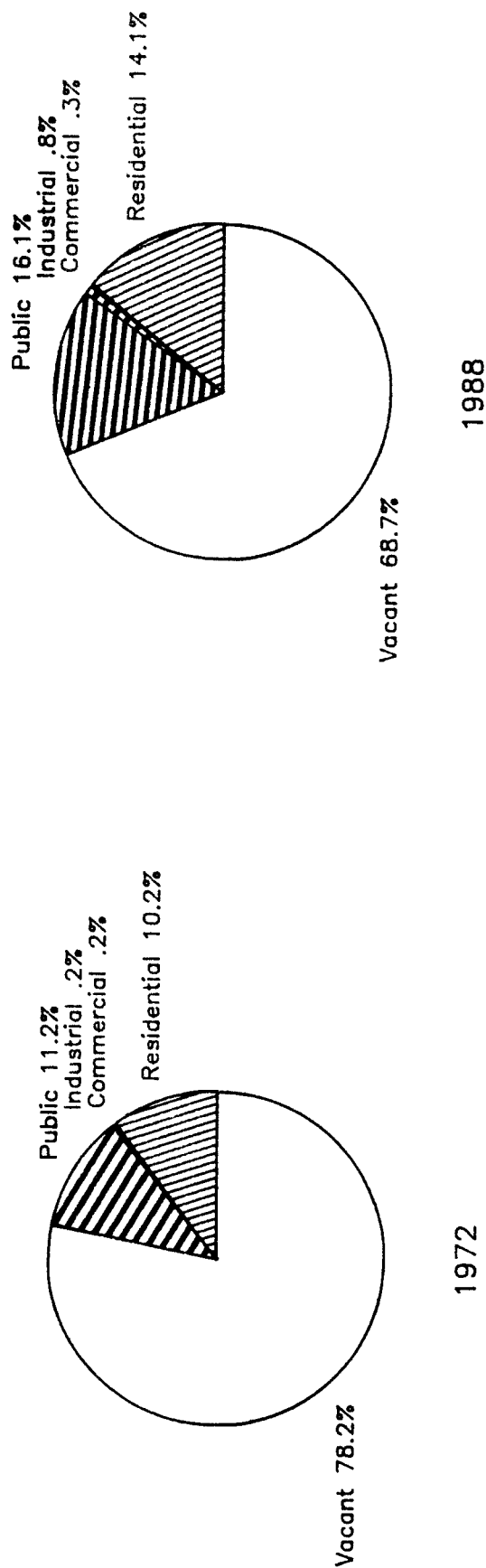
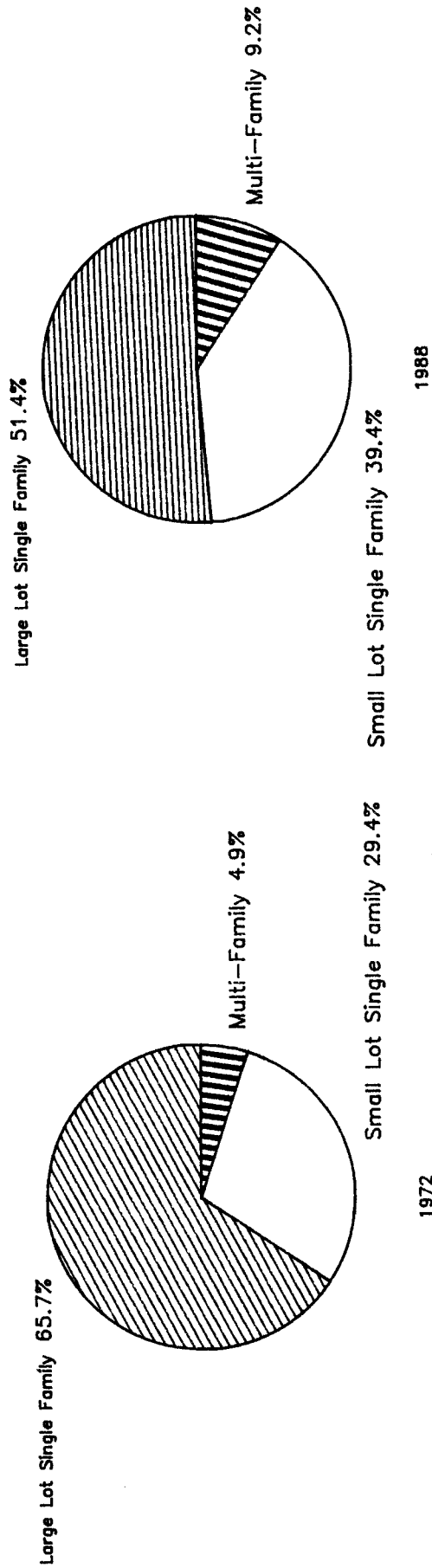


Figure 6

DECATUR TOWNSHIP RESIDENTIAL LAND USE COMPARISON 1972 vs. 1988



Commercial Land Use

Land used for commercial purposes increased during the study period and, by 1988, occupied a total of 70.8 acres in Decatur Township. Most of the increase in commercial land use was realized in new or expanded retail operations, with an additional 22.5 acres additionally used by 1988. The majority of additional retail development occurred in the northwest section of the township, more specifically, along Kentucky Avenue between Holt Road and I-465.

Growth in office space within the township was not substantial, occupying only 1.8 acres in 1988.

Industrial Land Use

Decatur Township land utilized for industrial purposes increased by 126.7 acres, or 289.3%, during the study period. This increase was shared between light and heavy industrial uses, increasing 109.7 acres and 17 acres, respectively. The vast majority of this industrial development occurred in the north central section of the township, particularly in the parcel of land bounded by I-465, I-70, and the Wayne/Decatur Township Line, and the parcel located adjacent to I-465 and Kentucky Avenue/State Road 67.

Overview

In 1988, as in 1972, the most prominent use of land in Decatur Township was vacant/agricultural land. While a residential, commercial, industrial or public use was found for over 6,000 acres during the study period, 68% of the township's land conformed to the Division of Planning's definition of vacant in 1988. The majority of non-residential development during the study period occurred in the land used for Indianapolis International Airport and its right-of-ways. Other development took the form of additional medium-density residences, retail space, and both light and heavy industrial operations.

SUBAREA LAND USE CHANGES

Decatur Township has been divided into three sub-areas to provide additional study detail. Because three sub-areas are not homogenous in their land use characteristics, a unique distinction between each subarea is obvious.

Subarea One

Subarea One is that part of the Decatur Township west of High School and Mooresville Roads and north of Milhouse Road. The dominant land uses in this subarea are vacant lands and the Indianapolis International Airport. This subarea comprises 5680 acres or 28% of total township acreage.

During the study period, Subarea One realized an overall decrease in single family residential acreage by 57 acres. High-density (multifamily) increased by 60.5 acres and medium-density housing increased by 2.2 acres. The vast majority of the loss of single family land use was due to expansion of land used by the International Airport. In 1988, the Airport used almost 40% of the Subarea's land, up from 21% in 1972, a real growth of 950 acres. There is no park land in this Subarea.

Commercial use increased by seven acres, the majority being in retail development. Industrial use increased by 131 acres, 107 acres within the light industrial sub-category. Vacant land decreased by 29% or 1112.4 acres. This represented a drop from 66% to 46% of total subarea acreage.

Subarea Two

Subarea Two is located north of Thompson Road and east of High School Road/I-70/I-465. Subarea Two comprises 3760 acres, or 18% of the total township acreage. Between 1972 and 1988, 323 acres of the subarea's 3,760 acres were developed for residential, commercial, or public use. The majority of new development, 145.7 acres, occurred in the medium-density residential sub-category.

Other development was occurred in low-density residential (49 acres), high-density residential (98.8 acres), retail (10.2 acres), light industrial (2.8 acres), and other public/semi-public (24.5 acres).

Subarea Three

Subarea Three is situated south of Milhouse Road, east of Mooresville Road and south again of Thompson Road. It is bounded on the east by the West Fork of the White River, and on the south and west by the Marion County Line. Covering 53% (10,861 acres) of the township, this is the largest subarea. This subarea is dominated by vacant land, which decreased from 88% to 83.3% of total subarea acreage during the study period. The most significant change in Subarea Three occurred in residential development, all within the low- and medium-density categories addition of 120 and 372 acres respectively. These changes increased from 7.4% to 12% the total subarea acreage devoted to low- and medium-density residential uses. Commercial land use increased by 7 acres, while no industrial land use changes occurred between 1972 or 1988. Public/Semi-Public uses increased by 10.5 acres, with no change in parks or streets (Churches and similar public uses accounted for all of that net increased).

Table 7
DECATUR TOWNSHIP LAND USE CHANGES
SUBAREA ONE 1972 - 1988
(ACRES)

LAND USE	1972	1988	% OF 1972	% OF 1988	ABSOLUTE CHANGE	% CHANGE
1. Residential						
a. Single-family	282.5	225.5	5.0	4.0	-57.0	-20.2
b. Single & Two Family	27.3	29.5	0.5	0.5	2.2	8.1
c. Multi-Family	44.3	104.8	0.8	1.8	60.5	136.6
Subtotal	354.1	359.8	6.2	6.3	5.7	1.6
2. Commercial						
a. Office	0.0	0.5	0.0	0.0	0.5	50.0
b. Retail	5.5	12.0	0.1	0.2	6.5	118.2
Subtotal	5.5	12.5	0.1	0.2	7.0	127.3
3. Industrial						
a. Light	15.0	122.0	0.3	2.1	107.0	713.3
b. Heavy	0.0	24.0	0.0	0.4	24.0	2400.0
Subtotal	15.0	146.0	0.3	2.6	131.0	873.3
4. Public & Semi-Public						
a. Public & Semi-Pub.	83.5	98.8	1.5	1.7	15.3	18.3
b. Airport	1200.0	2150.0	21.1	37.9	950.0	79.2
c. Streets	263.5	267.0	4.6	4.7	3.5	1.3
d. Public Parks	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal	1547.0	2515.8	27.2	44.3	968.8	62.6
5. Vacant Land						
Total Acres in Twp.	5680.0	5680.0				
-Land Used in 1-4	1921.6	3034.0	33.8	53.4	1112.4	57.9
Vacant Acreage	3758.4	2646.0	66.2	46.6	-1112.4	-29.6

Figure 7

DECATUR TOWNSHIP SUBAREA ONE LAND USE 1972-1988

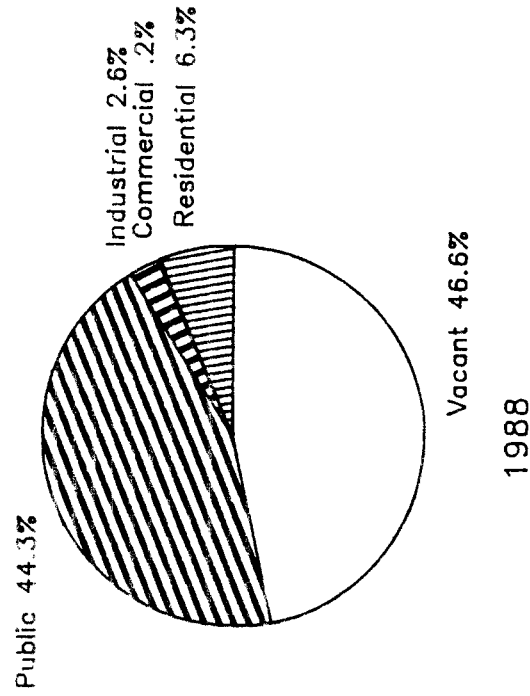
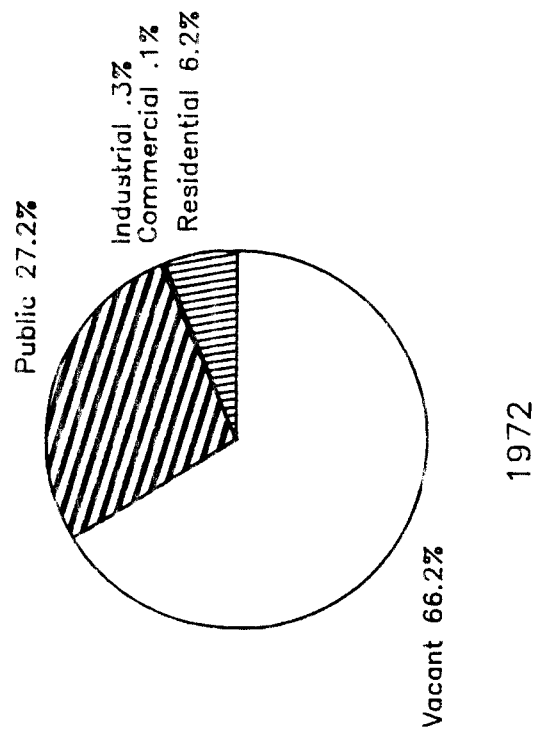


Table 8
DECATUR TOWNSHIP LAND USE CHANGES
SUBAREA TWO 1972 -1988
(ACRES)

LAND USE	1972	1988	% OF 1972	% OF 1988	ABSOLUTE CHANGE	% CHANGE
1. Residential						
a. Single-family	350.5	399.5	9.3	10.6	49.0	14.0
b. Single & Two Family	513.3	659.0	13.7	17.5	145.7	28.4
c. Multi-Family	57.0	155.8	1.5	4.1	98.8	173.3
Subtotal	920.8	1214.3	24.5	32.3	293.5	31.9
2. Commercial						
a. Office	1.0	0.0	0.0	0.0	-1.0	-100.0
b. Retail	27.3	37.5	0.7	1.0	10.2	37.4
Subtotal	28.3	37.5	0.8	1.0	9.2	32.5
3. Industrial						
a. Light	18.0	20.8	0.5	0.6	2.8	15.6
b. Heavy	8.5	1.5	0.2	0.0	-7.0	-82.4
Subtotal	26.5	22.3	0.7	0.6	-4.2	-15.8
4. Public & Semi-Public						
a. Public & Semi-Pub.	21.5	46.0	0.6	1.2	24.5	114.0
b. Airport	0.0	0.0	0.0	0.0	0.0	0.0
c. Streets	215.5	215.5	5.7	5.7	0.0	0.0
d. Public Parks	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal	237.0	261.5	6.3	7.0	24.5	10.3
5. Vacant Land						
Total Acres in Twp.	3760.0	3760.0				
-Land Used in 1-4	1212.6	1535.6	32.3	40.8	323.0	26.6
Vacant Acreage	2547.4	2224.4	67.8	59.2	-323.0	-12.7

Figure 8

DECATUR TOWNSHIP SUBAREA TWO LAND USE 1972-1988

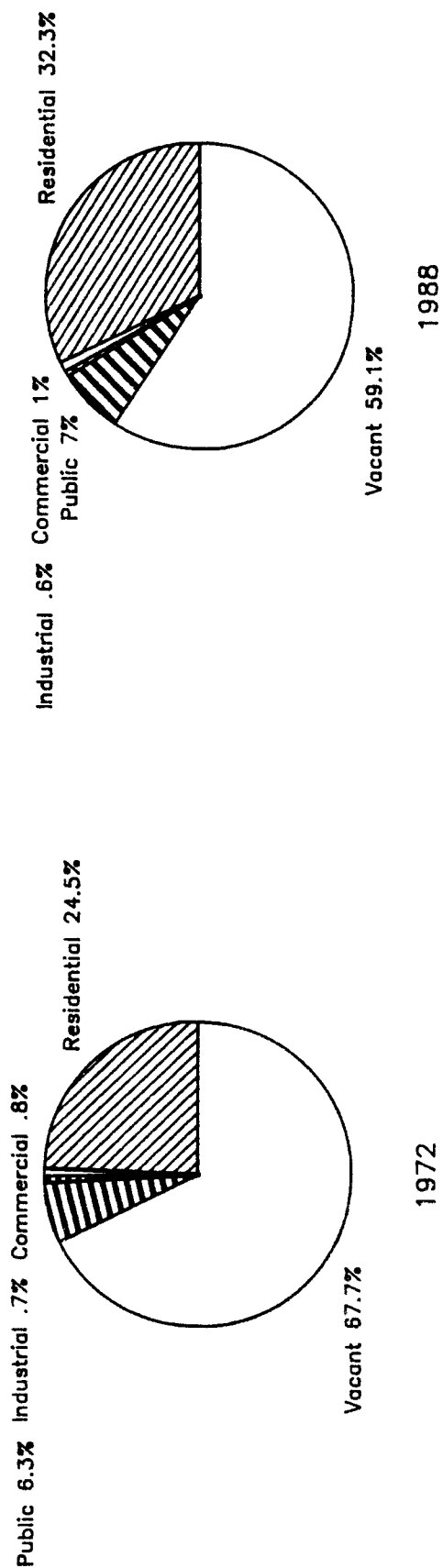


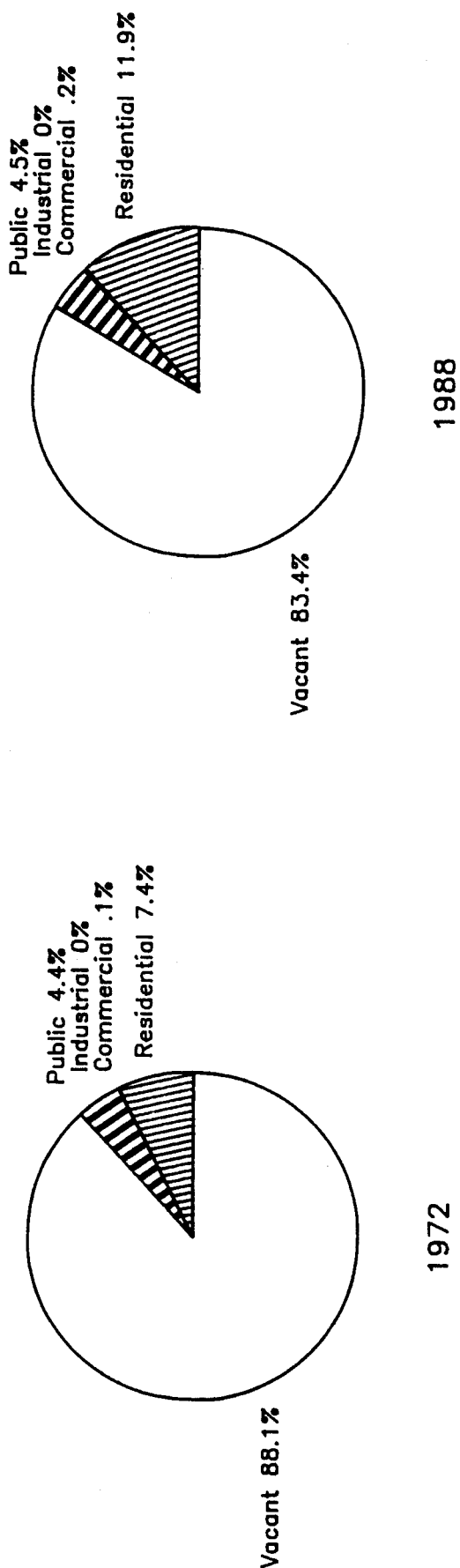
Table 9
DECATUR TOWNSHIP LAND USE CHANGES
SUBAREA THREE 1972 - 1988
(ACRES)

LAND USE	1972	1988	% OF 1972	% OF 1988	ABSOLUTE CHANGE	% CHANGE
1. Residential						
a. Single-family	734.0	854.0	6.8	7.9	120.0	16.3
b. Single & Two Family	70.0	441.5	0.6	4.1	371.5	530.7
c. Multi-Family	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal	804.0	1295.5	7.4	11.9	491.5	61.1
2. Commercial						
a. Office	0.0	1.3	0.0	0.0	1.3	130.0
b. Retail	13.8	19.5	0.1	0.2	5.7	41.3
Subtotal	13.8	20.8	0.1	0.2	7.0	50.7
3. Industrial						
a. Light	2.3	2.3	0.0	0.0	0.0	0.0
b. Heavy	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal	2.3	2.3	0.0	0.0	0.0	0.0
4. Public & Semi-Public						
a. Public & Semi-Pub.	55.8	66.3	0.5	0.6	10.5	18.8
b. Airport	0.0	0.0	0.0	0.0	0.0	0.0
c. Streets	234.8	234.8	2.2	2.2	0.0	0.0
d. Public Parks	191.5	191.5	1.8	1.8	0.0	0.0
Subtotal	482.1	492.6	4.4	4.5	10.5	2.2
5. Vacant Land						
Total Acres in Twp.	10861.0	10861.0				
Land Used in 1-4	1302.2	1811.2	12.0	16.7	509.0	39.1
Vacant Acreage	9558.8	9049.8	88.0	83.3	-509.0	-5.3

Figure 9

DECATUR TOWNSHIP

SUBAREA THREE LAND USE 1972-1988



CHAPTER 4
DECATUR TOWNSHIP
ZONING CHANGES
1971 -1987

One way to monitor the type and direction of an area's future development is to examine zoning changes that have occurred over time. The period from 1971 through 1987 was studied for changes in zoning in Decatur Township. This time frame was chosen for reasons of significant development and because it corresponds closely to the period used for the land use inventory of this study.

There are 95 primary and special use zoning districts contained in the Marion County Zoning Ordinance. Consolidation of these districts into five general zoning categories (residential, commercial, industrial, public & semi-public, and agriculture) establishes a more manageable number of districts, and enables correlation with the land use inventory. Zoning sub-categories were then created under these five categories, according to densities and land use. Zoning acreage figures include the streets encompassed by the zoning districts. In the case of two districts meeting along a street, zoning category boundaries go to the center of streets (including township, city, county and state highways, but not including interstates which are zoned separately). An explanation of each sub-category follows.

RESIDENTIAL The residential category was separated into three sub-categories according to density of dwelling units per acre:

1. Low-density. This sub-category contains single-family units with densities up to and including 2 units/gross acre. Areas in this sub-category are zoned D-S, D-1 and D-2.
2. Medium-Density. Densities of single or two-family ranging from greater than 2 up to and including 5 dwelling units/gross acre are included in this sub-category. Areas in this sub-category are zoned D-3, D-4 and D-5.
3. High-Density. All apartment dwellings, with densities ranging from greater than 5-15 units/gross acre are included in this sub-category. Zoning of D-6, D-6-II, D-7, D-11, D-12 and D-P are representative of this sub-category.

COMMERCIAL The commercial category was divided into two sub-categories according to land use:

1. Office. This district includes buildings and associated property where record keeping, clerical work, or administrative and professional activities are generally transacted and where the general public's rights and access are restricted. The zoning districts included in this sub-category are C-1, C-2 and C-S.
2. Retail. Retail districts permit buildings and associated property where goods are sold to the ultimate consumer and where public access is generally unrestricted. This sub-category includes the C-3 through C-7 and CID zoning districts.

INDUSTRIAL The industrial category was separated into light and heavy industrial sub-categories:

1. Light Industrial. Light industrial uses are completely contained in an enclosed building and have very limited outside storage of raw materials, equipment or manufactured products. Districts I-1-S, I-1-U, I-2-S and I-2-U are included in this sub-category.
2. Heavy Industrial. Heavy industrial uses are those manufacturing, processing, warehousing and distribution activities which have a greater nuisance factor than light industrial uses. This sub-category includes I-3-S, I-3-U, I-4-S, I-4-U, I-5-S and I-5-U zoning districts.

PUBLIC The public category was divided into three sub-categories:

1. Parks. Park land is included in this sub-category. The primary park district (PK-1) permits all sizes and ranges of public park land & facilities.
2. Special Uses. These districts include land activities with characteristics of operation not readily permitting classification in the usual residential, commercial or industrial districts. They are necessary to the livability and economic health of the community, but specific control is also needed. Special uses include churches, schools, hospitals, forestry areas, power substations, etc.
3. Interstates. This sub-category is included to take into account the interstates, their extensions and rights-of-way.

AGRICULTURAL The agricultural category includes the A-1 and A-2 zoning districts and is the only category in this study not divided into sub-categories. The A-1 and A-2 districts permit the production of grains, storage structures, grazing, commercial greenhouses and stands for the sale of agricultural products.

DECATUR TOWNSHIP ZONING CHANGES

Residential Category

Residentially zoned areas increased by 317.8 acres, an 8.9% increase during the sixteen year study period from 1971 to 1987. In 1971 residential districts, constituted 17.7 % of the township's total acreage. This use rose to 19.2% by 1987. The majority of this residential growth was seen in medium-density zoning growth, which increased by 9.8%, or 266 acres. Low-density zoning increased by 4 acres, or 4.2%. High-density zoning grew by 6.1%, an absolute change of 47.8 acres. Even though there was an increase in both low- and high-density, there was no substantial change in percentage of township land occupied by these two sub-categories. Low-density showed no significant change from the 0.5% in 1971, while high-density increased from 3.9% to 4.1% of total acreage. Medium density, however, grew from 13.3% in 1971 to 14.6% in 1987, thus showing the greatest change of the residential sub-categories.

Commercial Category

Commercial zoning increased by 45.5%, or 132.8 acres, from 1971 to 1987. This increase resulted in commercially zoned acreage comprising 2.1% of the total township acreage in 1987 up from 1.4% in 1971. Office zoning increased from 25 to 45 acres over the study period. By 1987, only 0.2% of total township acreage was zoned for office use. Retail zoning increased by 112.8 acres (42.2%), growing from 1.3% to 1.9% of the total township acreage.

Industrial Category

Decatur Township acreage zoned for industrial use increased by 145.5 acres (7.1%) between 1971 and 1987. Both light and heavy industrial zoning contributed to this increase. Light industry increased by 77 acres (7.8%) and heavy by 68.5 acres (6.5%). There was a slight decrease in Subarea Three (the southern portion of the township) in the light industry category, but this was offset by the increase in industrial zoning near the junction of Interstates 70 and 465. Industrial zoning, as a whole, occupied 10.1% of the total Decatur Township acreage in 1971, which increased to 10.8% in 1987. Light and Heavy increased from 4.9% to 5.3% and 5.2% to 5.5%, respectively.

Public and Semi-Public Category

Acreage zoned for public or semi-public areas experienced an increase of 156.8 acres (6.1%). This category accounted for 12.6% of total township acreage in 1971, increasing to 13.4% in 1987. The Indianapolis International Airport, designated "A" zoning district, with 1005.5 acres, accounted for over one-third of this category's zoning. The Airport and Interstates gained no zoned acreage in the sixteen year study period. Both Parks and Special Uses sub-categories increased, by 70.5 acres (34.2%) and 86.3 acres (7.7%), respectively.

Table 10
DECATUR TOWNSHIP ZONING CHANGES
1972 - 1988
(ACRES)

LAND USE	1971	1987	% OF 1971	% OF 1987	ABSOLUTE CHANGE	% CHANGE
1. Residential						
Low-Density	96.0	100.0	0.5	0.5	4.0	4.2
Medium-Density	2701.0	2967.0	13.3	14.6	266.0	9.8
High-Density	787.0	834.8	3.9	4.1	47.8	6.1
Total Residential	3584.0	3901.8	17.7	19.2	317.8	8.9
2. Commercial						
Office	25.0	45.0	0.1	0.2	20.0	80.0
Retail	267.0	379.8	1.3	1.9	112.8	42.2
Total Commercial	292.0	424.8	1.4	2.1	132.8	45.5
3. Industrial						
Light	993.5	1070.5	4.9	5.3	77.0	7.8
Heavy	1049.8	1118.3	5.2	5.5	68.5	6.5
Total Industrial	2043.3	2188.8	10.1	10.8	145.5	7.1
4. Public & Semi-Public						
Parks	206.0	276.5	1.0	1.4	70.5	34.2
Special Uses	1121.8	1208.0	5.5	6.0	86.3	7.7
Airport	1005.5	1005.5	5.0	5.0	0.0	0.0
Interstates	228.0	228.0	1.1	1.1	0.0	0.0
Total Public	2561.3	2718.0	12.6	13.4	156.8	6.1
5. Agriculture	11820.5	11067.8	58.2	54.5	-752.7	-6.4

Figure 10

DECATUR TOWNSHIP ZONING CHANGES 1971-1987

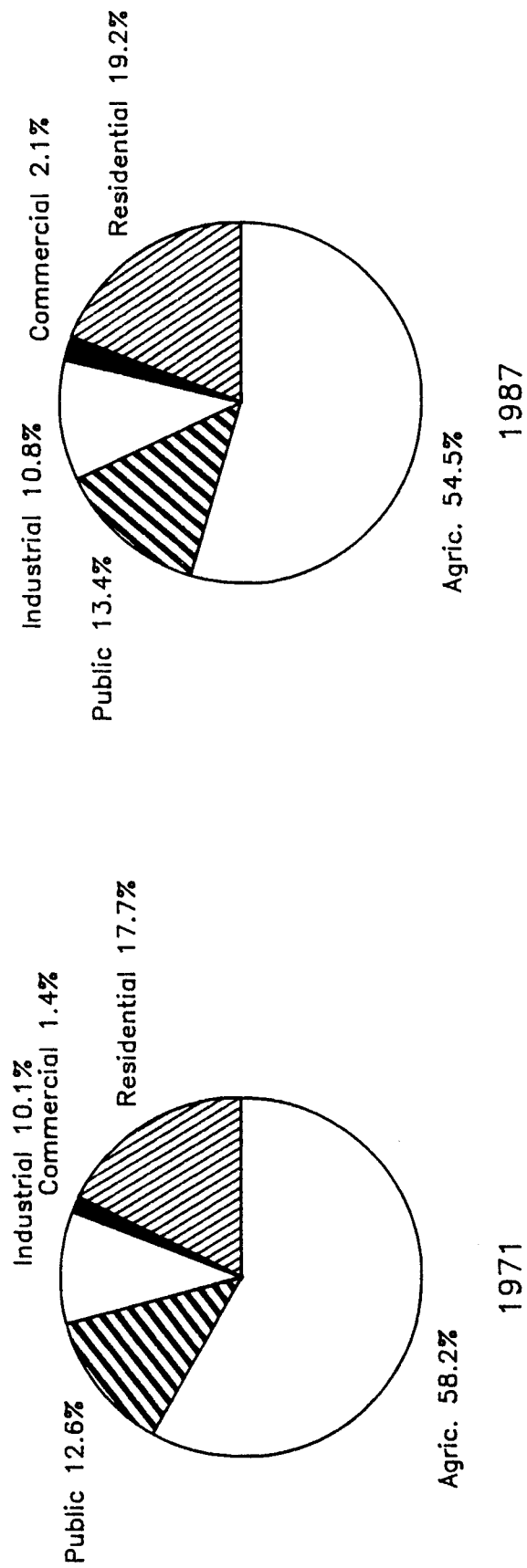
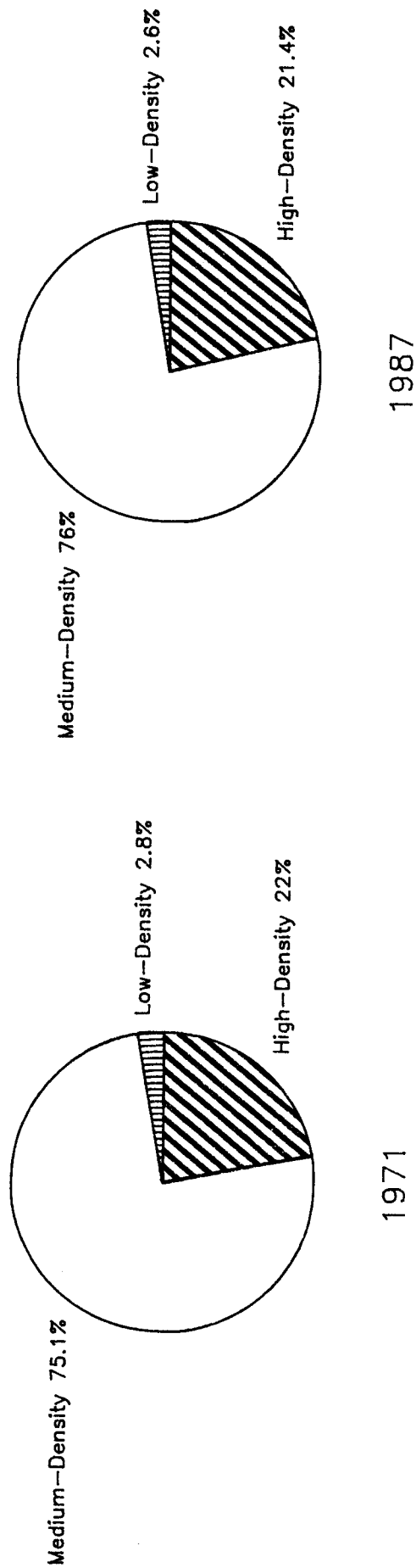


Figure 11

DECATUR TOWNSHIP RESIDENTIAL ZONING COMPOSITION 1971-1987



Of the total township acreage, parks accounted for 1%, special uses 5.5%, airport 5%, and interstates 1.1% in 1971. In 1987 the respective shares of each zoning category were 1.4% parks, 6% special uses, and no change in airport and interstates.

Agricultural Category

Agricultural zoned land declined by 752.7 acres (-6.4%). Agricultural districts occupied 54.5% of Decatur Township's zoning acreage in 1987, down from 58.2% in 1971. The rezoning of agricultural areas resulted from increased development pressures experienced in Decatur Township.

Zoning Change Summary

Decatur Township has experienced continued development which has necessitated many zoning changes. An additional 752 acres of residential, commercial, industrial and publicly zoned land were added as agricultural land was rezoned for these uses. Based on this analysis, the following conclusions emerge:

- . 317.8 acre increase for total dwelling districts
- . 4.0 acre increase for low-density residential
- . 266.0 acre increase for medium-density residential
- . 47.8 acre increase for high-density residential
- . 132.8 acre increase for commercial districts
- . 145.5 acre increase for industrial districts
- . 156.8 acre increase for public & semi-public districts
- . 752.7 acre decrease for agricultural districts.

SUBAREA ZONING CHANGES

Subarea One

Of the three sub-areas in Decatur Township, Subarea One experienced the least overall change in zoning acreage between 1971 and 1987. A total of 94.5 acres were rezoned from special uses and agricultural use to commercial, industrial, and residential zoning. This is a very slight (1.66%) change in relation to overall acreage of the subarea. In the more established portions of the subarea, there was no change in low- or high-density residential zoning. Medium-density, however, decreased by 30.3 acres. The overall percentage change in residential zoning was an increase from 5.5% to 6.0% of total subarea acreage over the sixteen year study period.

Commercial zoning experienced a substantial increase, an absolute growth of nearly 26.5 acres, or 72.6%. Both office and retail had similar percentage growth rates, 68.8% and 74.5%, respectively. Office zoning increased by 8.3 acres, with retail growing 18.3 acres. Commercial zoning increased from 0.6% to 1.1% of total subarea acreage from 1971 to 1987.

Both light and heavy industrial zoning showed increases, 11.3 acres (1.5%) for light and 26.5 acres (3.3%) for heavy. Overall, this represents a 28.1% to 37.8% change in total subarea acreage over the study period. Public and Semi-Public zoning, lost 16.5 acres from 1971 to 1987. This decrease was entirely within the Special Uses sub-category. Parks are absent from this subarea. Land zoned for the Indianapolis International Airport and Interstates remained unchanged. The Public and Semi-Public zoned acreage decreased from 23% in 1971 to 22.7% in 1987 of total subarea acreage.

Subarea Two

Subarea Two lost a substantial percentage of agricultural zoned land to increases in residential, commercial, and industrial zoned land. Public and Semi-Public also experienced a slight decrease. Agricultural zoning decreased by 264.2 acres, nearly one-third of land zoned for agricultural use in 1971. This represents a decrease from 24.4% in 1971 to 17.4% in 1987 of the total subarea acreage. The zoning changes reflect a shuffling of land use types in portions of the subarea which were already developed.

In the more established portions of the subarea, there was little change in low-density residential zoning. High-density, however, increased by 84.3 acres (31.5%), and low-density increased by 7.3 acres (730%) from less than one tenth of an acre in 1971. Overall, residential zoning increased from 37.5% to 39.8% of total subarea acreage over the study period. Commercial zoning also experienced a substantial increase, up 97 acres (121.3%) overall. Office grew by 108.3% (13 acres) and retail by 123.5% (84 acres). This represents an increase from 2.1% in 1971 to 4.7% in 1987 of total subarea acreage.

Public and Semi-Public zoning experienced a slight decrease--15.3 acres. This loss was experienced in the Special Uses sub-category. There were no parks and no change was experienced in interstates acreage. An overall decrease of 25.1% to 24.7% of total subarea acreage zoned for Public and Semi-Public was experienced during the study period.

Subarea Three

Subarea Three experienced decreases in the amount of land devoted high-density residential, light industrial and agricultural zoning. Agricultural zoned land decreased by 444 acres, representing a 5.2% decrease during the sixteen year period. This was a decline from 78% to 74% of total subarea acreage.

Residential zoning, as a whole, increased by 255 acres (14.1%), a growth from 16.7% to 19% of total subarea acreage during the study period. Low-density experienced no change, while medium-density increased by 282 acres (20.9%). High-density decreased by 27.0 acres (7.4%). Commercial zoning showed no substantial change, remaining at 1.7% of total subarea acreage. Industrial also experienced little change; heavy industrial remained absent and light industrial lost 6 acres. The result of these changes left 0.7% of total subarea acreage zoned industrial.

Public and Semi-Public zoning increased by 189 acres (61%). This change reflects a 34.2% increase in zoned park land (70.5 additional acres) and a 113.9% increase in special uses zoning (an additional 118.5 acres). This represents an overall change from 2.9% to 4.6% of total subarea acreage during the sixteen year study period.

Table 11
DECATUR TOWNSHIP ZONING CHANGES
SUBAREA ONE 1971 - 1987
(ACRES)

LAND USE	1971	1987	% OF 1971	% OF 1987	ABSOLUTE CHANGE	% CHANGE
1. Residential						
Low-Density	0.0	0.0	0.0	0.0	0.0	0.0
Medium-Density	167.0	197.3	2.9	3.5	30.3	18.1
High-Density	144.0	144.0	2.5	2.5	0.0	0.0
Total Residential	311.0	341.3	5.5	6.0	30.3	9.7
2. Commercial						
Office	12.0	20.3	0.2	0.4	8.3	68.8
Retail	24.5	42.8	0.4	0.8	18.3	74.5
Total Commercial	36.5	63.0	0.6	1.1	26.5	72.6
3. Industrial						
Light	752.8	764.0	13.3	13.5	11.3	1.5
Heavy	803.5	830.0	14.1	14.6	26.5	3.3
Total Industrial	1556.3	1594.0	27.4	28.1	37.8	2.4
4. Public & Semi-Public						
Parks	0.0	0.0	0.0	0.0	0.0	0.0
Special Uses	200.0	183.5	3.5	3.2	-16.5	-8.3
Airport	1005.5	1005.5	17.7	17.7	0.0	0.0
Interstates	101.0	101.0	1.8	1.8	0.0	0.0
Total Public	1306.5	1290.0	23.0	22.7	-16.5	-1.3
5. Agriculture	2469.7	2391.7	43.5	42.1	-78.0	-3.2
TOTAL	5680.0	5680.0				

Figure 12
DECATUR TOWNSHIP
SUBAREA ONE ZONING CHANGES 1971-1987

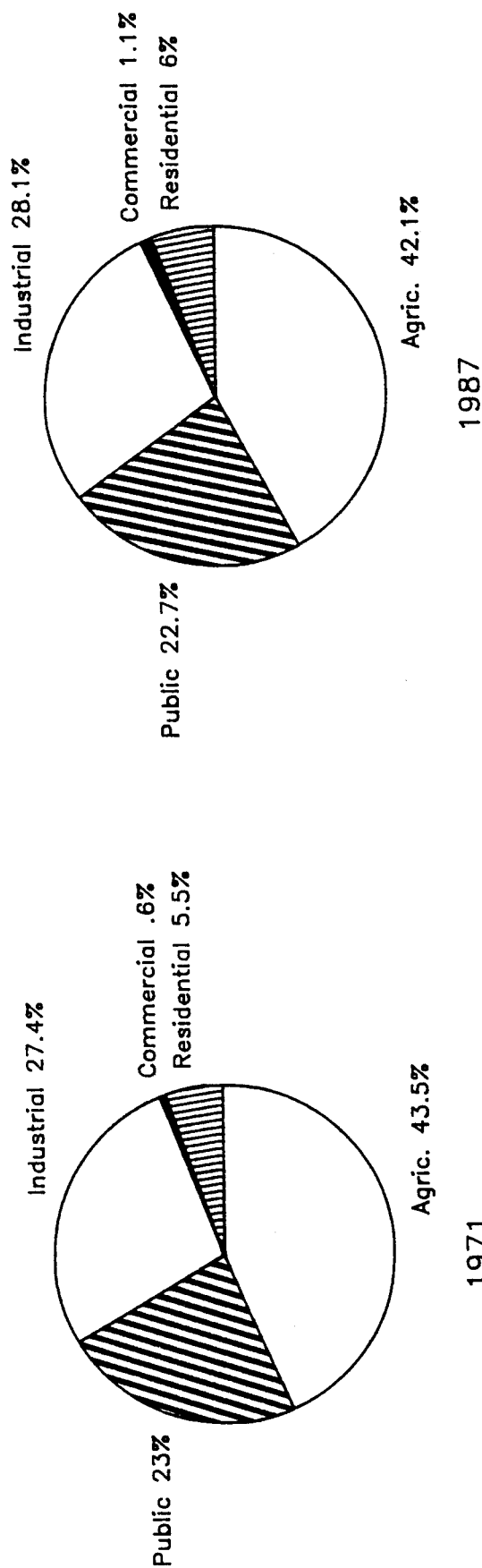


Table 12
DECATUR TOWNSHIP ZONING CHANGES
SUBAREA TWO 1971 - 1987
(ACRES)

LAND USE	1971	1987	% OF 1971	% OF 1987	ABSOLUTE CHANGE	% CHANGE
1. Residential						
Low-Density	0.0	7.3	0.0	0.2	7.3	730.0
Medium-Density	1144.0	1137.0	30.4	30.2	-7.0	-0.6
High-Density	267.5	351.8	7.1	9.4	84.3	31.5
Total Residential	1411.5	1496.0	37.5	39.8	84.5	6.0
2. Commercial						
Office	12.0	25.0	0.3	0.7	13.0	108.3
Retail	68.0	152.0	1.8	4.0	84.0	123.5
Total Commercial	80.0	177.0	2.1	4.7	97.0	121.3
3. Industrial						
Light	160.0	213.3	4.3	5.7	53.3	33.3
Heavy	245.0	289.8	6.5	7.7	44.8	18.3
Total Industrial	405.0	503.0	10.8	13.4	98.0	24.2
4. Public & Semi-Public						
Parks	0.0	0.0	0.0	0.0	0.0	0.0
Special Uses	817.3	802.0	21.7	21.3	-15.3	-1.9
Airport	0.0	0.0	0.0	0.0	0.0	0.0
Interstates	127.5	127.5	3.4	3.4	0.0	0.0
Total Public	944.8	929.5	25.1	24.7	-15.3	-1.6
5. Agriculture	918.7	654.5	24.4	17.4	-264.2	-28.8
TOTAL	3760.0	3760.0				

Figure 13

DECATUR TOWNSHIP SUBAREA TWO ZONING CHANGES 1971-1987

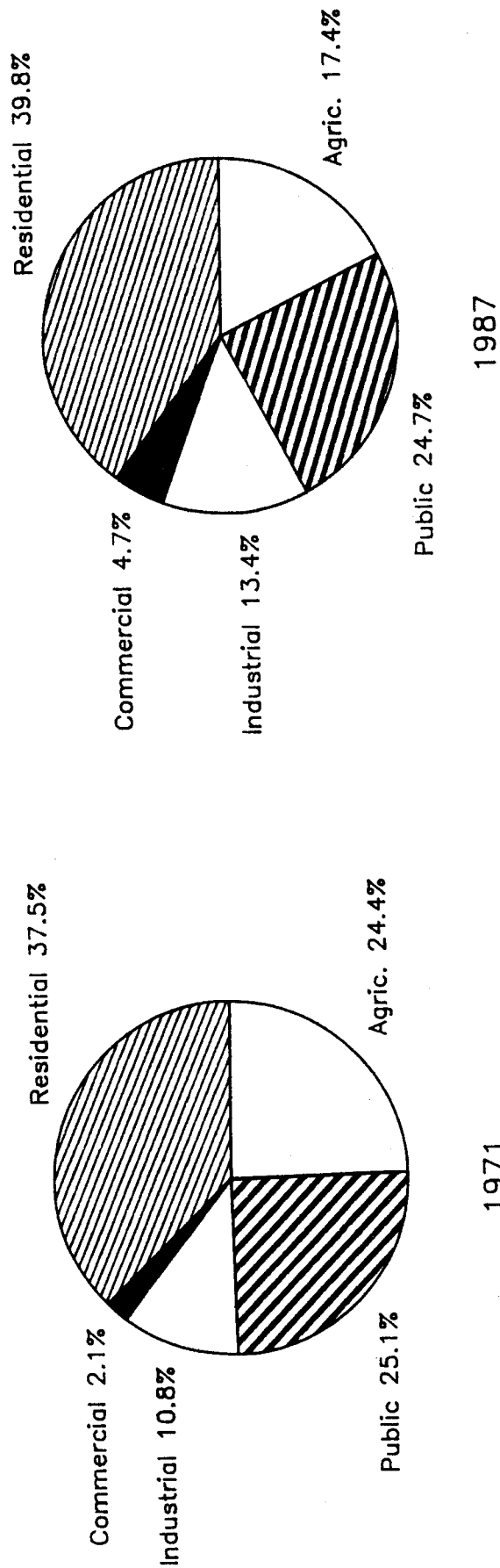
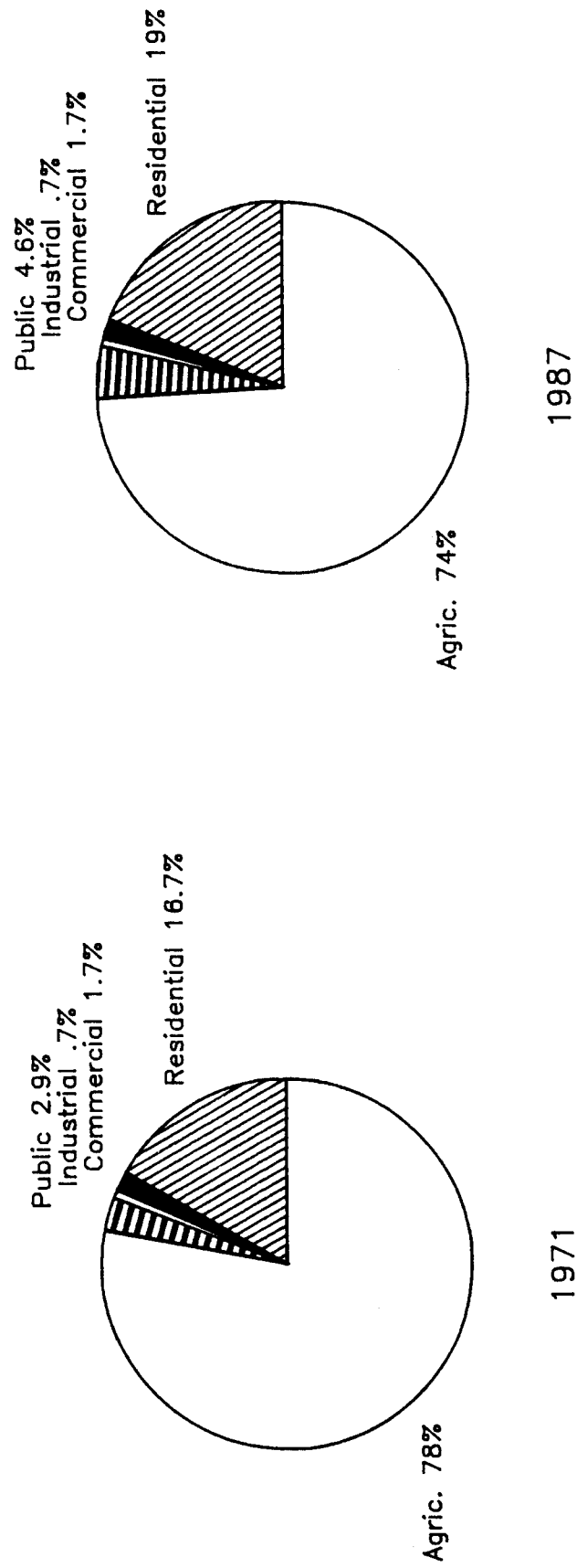


Table 13
DECATUR TOWNSHIP ZONING CHANGES
SUBAREA THREE 1971 - 1987
(ACRES)

LAND USE	1971	1987	% OF 1971	% OF 1987	ABSOLUTE CHANGE	% CHANGE
1. Residential						
Low-Density	96.0	96.0	0.9	0.9	0.0	0.0
Medium-Density	1348.0	1630.0	12.4	15.0	282.0	20.9
High-Density	366.0	339.0	3.4	3.1	-27.0	-7.4
Total Residential	1810.0	2065.0	16.7	19.0	255.0	14.1
2. Commercial						
Office	0.0	0.0	0.0	0.0	0.0	0.0
Retail	184.0	190.0	1.7	1.7	6.0	3.3
Total Commercial	184.0	190.0	1.7	1.7	6.0	3.3
3. Industrial						
Light	80.0	74.0	0.7	0.7	-6.0	-7.5
Heavy	0.0	0.0	0.0	0.0	0.0	0.0
Total Industrial	80.0	74.0	0.7	0.7	-6.0	-7.5
4. Public & Semi-Public						
Parks	206.0	276.5	1.9	2.5	70.5	34.2
Special Uses	104.0	222.5	1.0	2.0	118.5	113.9
Airport	0.0	0.0	0.0	0.0	0.0	0.0
Interstates	0.0	0.0	0.0	0.0	0.0	0.0
Total Public	310.0	499.0	2.9	4.6	189.0	61.0
5. Agriculture	8477.0	8033.0	78.0	74.0	-444.0	-5.2
TOTAL	10861.0	10861.0				

Figure 14

DECATUR TOWNSHIP SUBAREA THREE ZONING CHANGES 1971-1987



CHAPTER 5

LAND USE, ZONING AND COMPREHENSIVE PLAN COMPARISONS

Methodology

Three geographic files were used to obtain the data which are compared in this section.

- 1) General land use plan from the 1984 Marion County Comprehensive Plan which recommends a land use pattern for Decatur Township when fully developed;
- 2) Current Zoning Ordinances which indicate 1987 zoning classifications for each land parcel in the township; and
- 3) Land Use Inventory which reflects the 1988 land uses.

The Marion County Comprehensive Plan (adopted in 1984) contains a general land use plan for each township. Chapter 5 compares the Plan's land use recommendations for Decatur Township to the land use and zoning inventories previously discussed in this study. These comparisons will offer insight regarding the success of the 1984 General Land Use Plan Objectives.

Unfortunately, exact comparisons between the Comprehensive Plan, Land Use Inventory, and Zoning Ordinance cannot be made because land use classifications and boundary lines vary among them. The Zoning Ordinance, for example, contains two agricultural districts that have some correlation to the vacant land category contained in the land use inventory. However, the Comprehensive Plan is a policy guide that assumes full development; it contains no vacant land or agricultural categories.

The boundary line problem principally affects the vacant land category of the Land Use Inventory when compared to the zoning districts. Property lines generally serve as the determinate when a zoning boundary is placed. The land use inventory was prepared from aerial photography that does not readily identify property lines. Therefore, estimates were made in the land use inventory regarding the actual amount of land being utilized by each use. This method tends to generate high vacant land use numbers for the land use inventory.

The limitations are inherent in any analysis of land use employing these three information bases. However, it is still possible to offer the generalized comparisons that follow.

Residential

Residentially developed land in Decatur Township accounted for 2869.5 acres (14.1%) of the total land area in 1988. At the same time, 3901.8 acres (19.2%) were zoned for residential land uses. The Comprehensive Plan recommends a total of 12,283 acres (60.5%) be developed residentially. The plan therefore recommends nearly four times as much residential development than that which existed in 1988. This is due to the agriculture nature of Decatur Township. Future residential development will occur on land which is currently vacant or used for agricultural purposes.

Single family residential (low-density residential) uses occupied 1479.0 acres (7.3%) of the township in 1988, while 100.0 (0.5%) acres were zoned for low-density residential uses. This discrepancy exists because the agricultural zoning category permits residential development. Therefore, while the land is zoned for agricultural uses, it may also be used for residential purposes. The Comprehensive Plan recommends 3022 acres (14.9%) of the township's total land area be developed as low density residential. Nearly one-half of the recommended low density residential category is used (1988) for low-density residential land uses. Although nearly one-third of the Comprehensive Plan's recommended 8,032 acres (39.6% of the township's land area) is zoned for medium density residential land uses, 1130.0 acres (5.6%) were used in 1988 for this purpose.

High density residential development in 1988 accounted for 260.5 acres (1.3%) of the township. This is nearly one-sixth of the total land area devoted to high density residential development by the comprehensive Land Use Plan. Nearly two-thirds (834.8 acres) of the land recommended by the Comprehensive Land Use Plan is zoned for high density residential development.

Commercial

Two percent (404.0 acres) of Decatur Township's overall acreage is devoted to commercial uses in the Comprehensive Land Use Plan. In 1987, 424.8 acres (2.1%) were zoned for commercial land uses although only 70.8 acres were actively used for commercial purposes. More land is currently zoned than is planned for commercial uses in Decatur Township.

Industrial

Land used for industrial purposes in Decatur Township was 170.5 acres or 0.8% of the total land area in 1988. In 1987, 2,188.8 acres (10.8% of the Township) were zoned for industrial land uses while the 1984 Comprehensive Plan recommended 2,817 (13.9% of the Township) for industrial land uses. This zoning/recommended land use relationship is appropriate.

Although more land is zoned for heavy industrial than light industrial land uses, in 1988 there was more land used for light than heavy industrial uses. This compliments the Comprehensive Plan recommendation of more light industrial (1628.0 acres) land uses than heavy industrial land uses (1189.0 acres).

Public & Semi-Public

With respect to the Comprehensive Plan, this category includes public uses such as churches, schools, parks, and municipal buildings, as well as land recommended for only limited development (Urban Conservation). The Urban Conservation designation is based on whether the land is within a floodway or possesses substantial woodland areas or steep slopes.

More land is planned for parks than is zoned or used for that purpose. The Comprehensive Plan recommends 346 acres of park land, while in 1987, nearly 277 acres were zoned for parks. In 1988, 211 acres were used for parks. This pattern exhibits a good trend toward development of that land recommended by the Comprehensive Plan for park use.

The Comprehensive Plan recommends 3,053.5 acres (15.0%) of the township be reserved for airport related land use. The 1988 Land Use Survey shows that 2,150 acres, or 10.6% of the Township is devoted to airport land uses. However, the 1987 zoning showed only 1,208 acres or 6% of the township devoted to airport land use. This is possible because the airport may have expanded without rezoning.

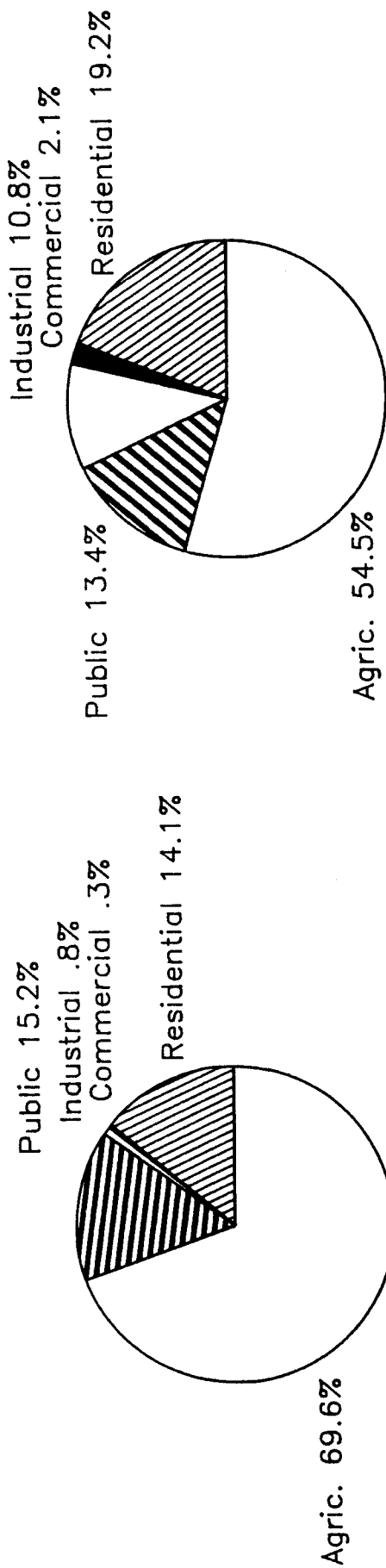
The special uses and interstate/streets categories have little meaning for this section of the Data Inventory. Special uses include schools, churches, municipal properties and similar land uses. The Comprehensive Plan only includes the special uses which occupy a significant area of land and which are the least likely to be converted to other uses. The Plan does not recognize small schools, churches or other small parcels of public and semi-public land. Streets (non-interstates) are not counted in the zoning category because zoning lines go to the center of streets. Therefore 488 acres are included in zoning which results in an under-representation of total public land in the streets category.

Table 14
DECATUR TOWNSHIP COMPARISONS

LAND USE	1988 LAND USE		1987 ZONING		COMPREHENSIVE PLAN	
	(acres)	% of total	(acres)	% of total	(acres)	% of total
1. Residential						
Low-Density	1479.0	7.3	100.0	0.5	3022.0	14.9
Medium-Density	1130.0	5.6	2967.0	14.6	8032.5	39.6
High-Density	260.5	1.3	834.8	4.1	1229.0	6.1
Total Residential	2869.5	14.1	3901.8	19.2	12283.5	60.5
2. Commercial						
Office	1.8	0.0	45.0	0.2	0.0	0.0
Retail	69.0	0.3	379.8	1.9	404.0	2.0
Total Commercial	70.8	0.3	424.8	2.1	404.0	2.0
3. Industrial						
Light	145.0	0.7	1070.5	5.3	1628.0	8.0
Heavy	25.5	0.1	1118.3	5.5	1189.0	5.9
Total Industrial	170.5	0.8	2188.8	10.8	2817.0	13.9
4. Public & Semi-Public						
Parks	211.0	1.0	276.5	1.4	346.0	1.7
Special Uses	242.9	1.2	1208.0	6.0	1075.0	5.3
Airport	2150.0	10.6	1005.5	5.0	3053.5	15.0
Interstates/Streets	477.0	2.3	228.0	1.1	322.0	1.6
Total Public	3080.9	15.2	2718.0	13.4	4796.5	23.6
5. Agriculture/Vacant	14109.3	69.5	11067.8	54.5	0.0	0.0
TOTAL	20301.0		20301.0		20301.0	

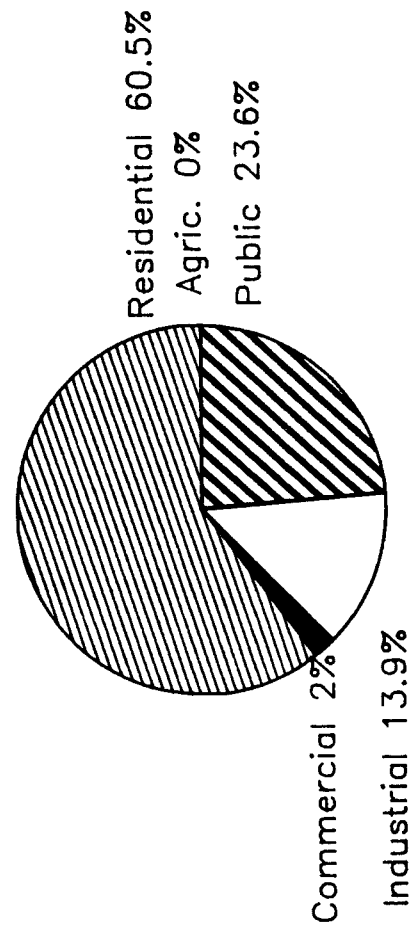
Figure 15

DECATUR TOWNSHIP COMPARISONS



1988 Land Use

1987 Zoning



Comp. Plan

SUBAREA COMPARISONS

Subarea One

Although the Comprehensive Plan recommends only 748.5 acres of residential land use, all in the medium-density category, there is a high amount of land used and zoned for residential land uses in the other two residential categories. Low-density residential land uses accounted for 225.5 acres, and high-density residential for 104.8 acres. The zoning category, on the other hand, had more land devoted to medium-density (197.3 acres) than high-density (144.0 acres) residential land uses and no low-density residential land use. No land was zoned for low density residential uses. The discrepancy between this and the land use inventory is because the agricultural zoning district permits residential land uses.

No commercial office uses were recommended in the Comprehensive Plan for this subarea. Only four acres of commercial retail land use was recommended by the plan. However both zoning and land use is greater in acreage than that recommended by the Comprehensive Plan. The opposite is found for industrial development. The Comprehensive Plan recommends 32% of the subarea be developed industrially. In this subarea, 1594 acres are zoned for industry. However only 46 acres are utilized. Nearly one-half of the land in the subarea is vacant and zoned for agriculture uses.

Subarea Two

Subarea Two in 1988 contained 1214.3 acres of residentially used land, which accounts for 32% of the subarea. The Comprehensive Plan recommends nearly double this amount (2348 acres or 62.4%) of the subarea be used residentially. In 1987, 39.8% (1496 acres) of the subarea was zoned for residential uses. No low-density residential uses are recommended by the Comprehensive Plan. However, 7.3 acres are zoned and 399.5 acres are shown on the land use survey as low-density residential. The discrepancy in land use, zoning, and the Comprehensive Plan is again due to the agricultural zoning classification.

Commercial land uses accounted for 1% of the subarea total acreage, with no office land use and 37.5 acres of commercial retail land use in 1988. Although the Comprehensive Plan does not recommend any office uses in this subarea, 25.0 acres have been zoned for office purposes. Zoning for commercial retail land use was at 152.0 acres in 1987, with a recommendation of 260.0 acres by the Comprehensive Plan.

The Comprehensive Plan recommended 738.0 acres (19.6% of the subarea) for industrial uses. Of the 738.0 acres, 503.0 were zoned in 1987 for industry (289.8 for heavy industry and 213.3 for light industry). Although much of the subarea is zoned for industrial use, less than one percent (22.3 acres) is actually used and developed for industrial land uses.

Nearly 80% of the Public and Semi-Public category is devoted to interstates and streets. No parks are shown on the Comprehensive Plan in this subarea. Although some airport land use is shown on the Comprehensive Plan, no airport related zoning or land use currently exists.

Although only 17% of Subarea Two remained zoned for agricultural land uses in 1987, nearly 60% of the Subarea Two remained vacant in 1988. Much of the agricultural zoned land is available for development.

Subarea Three

Subarea Three contains 1295 acres (11% of the subarea) of residentially used land. Of this, 854 acres (7.9%) are used for low density, and 441.5 acres (4.1%) are used for medium density. This land use occurred although only 96.0 acres were zoned for low density residential uses. The Comprehensive Plan recommends 84.6% of this subarea ultimately be developed for residential use, mostly medium-density. Thus far, only 19% of Subarea Three is zoned for residential use.

Although 1.25 acres were used for commercial office, there is no land zoned or recommended for commercial office. Most of the land (19.5 acres) specified for commercial use is retail. The Comprehensive Plan recommends 140.0 acres of retail commercial, and there were 190.0 acres zoned for retail commercial uses in 1987. This exceeds the recommendation by nearly 33%.

The Comprehensive Plan recommends no heavy industrial uses and no land is zoned or used for heavy industry. The Comprehensive Plan recommends 260 acres of light industrial land use in Subarea Two. There were 74.0 acres zoned for light industrial uses with only 2.3 acres actually in use.

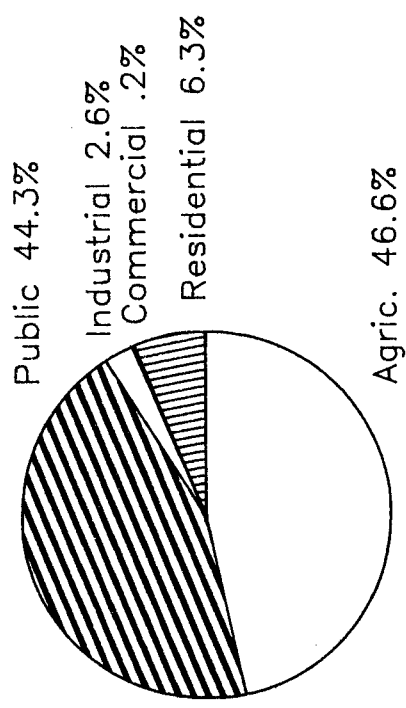
This is the only subarea which contains park land. The Comprehensive Plan recommends 346.0 acres for park use. Only 191.5 acres were used for park land, while 276.5 acres were appropriately zoned.

Table 15
DECATUR TOWNSHIP COMPARISONS
SUBAREA ONE

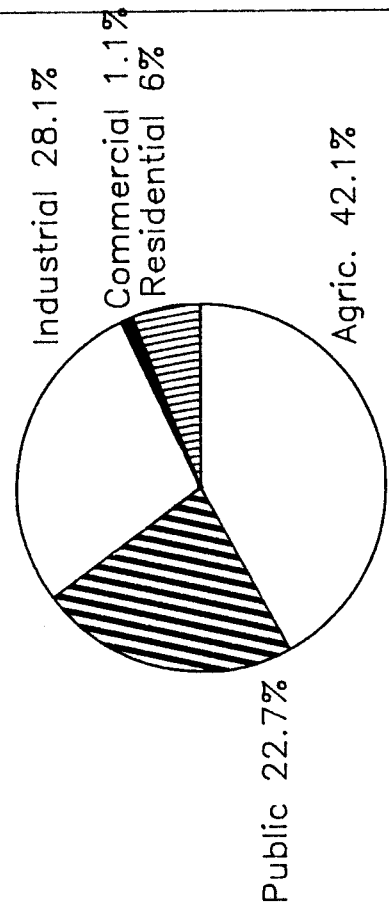
LAND USE	1988 LAND USE		1987 ZONING		COMPREHENSIVE PLAN	
	(acres)	% of total	(acres)	% of total	(acres)	% of total
1. Residential						
Low-Density	225.5	4.0	0.0	0.0	0.0	0.0
Medium-Density	29.5	0.5	197.3	3.5	748.5	13.2
High-Density	104.8	1.8	144.0	2.5	0.0	0.0
Total Residential	359.8	6.3	341.3	6.0	748.5	13.2
2. Commercial						
Office	0.5	0.0	20.3	0.4	0.0	0.0
Retail	12.0	0.2	42.8	0.8	4.0	0.1
Total Commercial	12.5	0.2	63.0	1.1	4.0	0.1
3. Industrial						
Light	122.0	2.1	764.0	13.5	1188.0	20.9
Heavy	24.0	0.4	830.0	14.6	631.0	11.1
Total Industrial	146.0	2.6	1594.0	28.1	1819.0	32.0
4. Public & Semi-Public						
Parks	0.0	0.0	0.0	0.0	0.0	0.0
Special Uses	98.8	1.7	183.5	3.2	53.0	0.9
Airport	2150.0	37.9	1005.5	17.7	2923.5	51.5
Interstates/Streets	267.0	4.7	101.0	1.8	132.0	2.3
Total Public	2515.8	44.3	1290.0	22.7	3108.5	54.7
5. Agriculture/Vacant	2646.0	46.6	2391.7	42.1	0.0	0.0
TOTAL	5680.0		5680.0		5680.0	

Figure 16

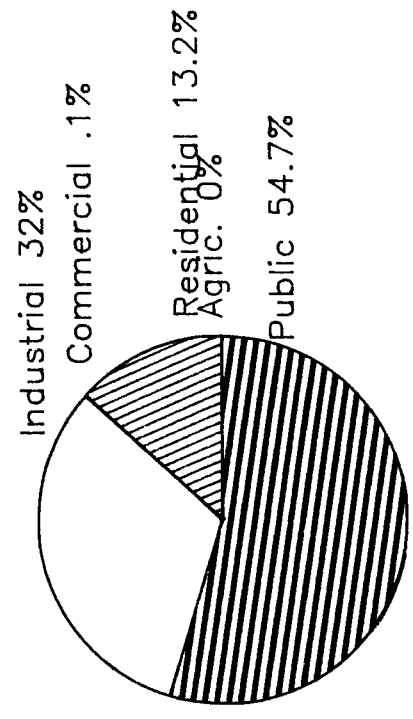
SUBAREA ONE COMPARISONS



1988 Land Use



1987 Zoning



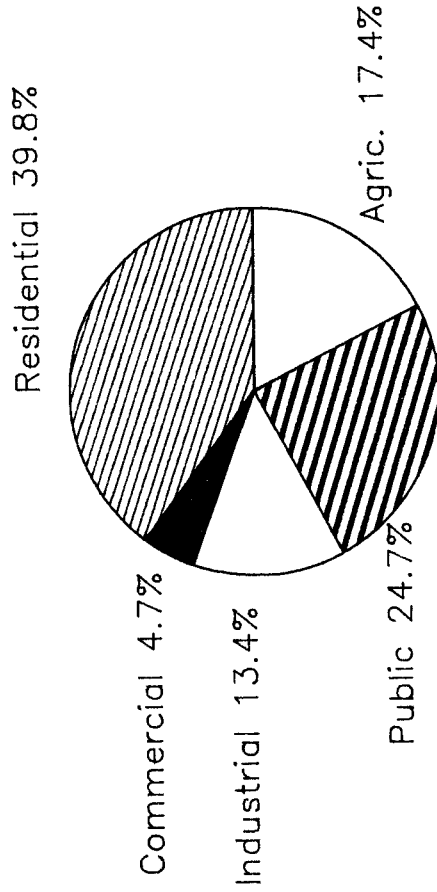
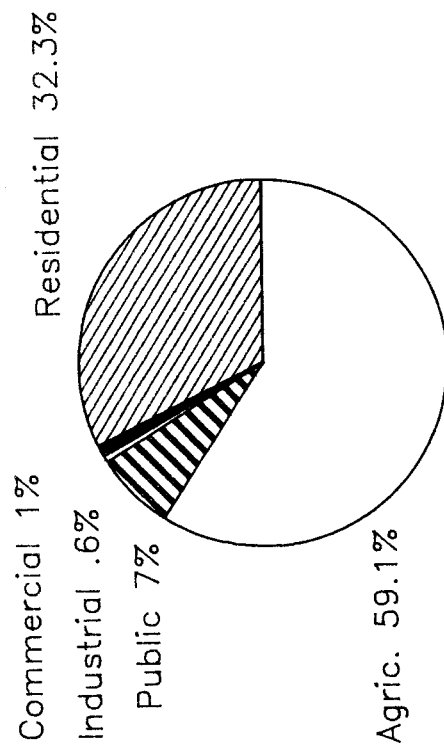
Comp. Plan

Table 16
DECATUR TOWNSHIP COMPARISONS
SUBAREA TWO

LAND USE	1988 LAND USE		1987 ZONING		COMPREHENSIVE PLAN	
	(acres)	% of total	(acres)	% of total	(acres)	% of total
1. Residential						
Low-Density	399.5	10.6	7.3	0.2	0.0	0.0
Medium-Density	659.0	17.5	1137.0	30.2	1634.0	43.5
High-Density	155.8	4.1	351.8	9.4	714.0	19.0
Total Residential	1214.3	32.3	1496.0	39.8	2348.0	62.4
2. Commercial						
Office	0.0	0.0	25.0	0.7	0.0	0.0
Retail	37.5	1.0	152.0	4.0	260.0	6.9
Total Commercial	37.5	1.0	177.0	4.7	260.0	6.9
3. Industrial						
Light	20.8	0.6	213.3	5.7	180.0	4.8
Heavy	1.5	0.0	289.8	7.7	558.0	14.8
Total Industrial	22.3	0.6	503.0	13.4	738.0	19.6
4. Public & Semi-Public						
Parks	0.0	0.0	0.0	0.0	0.0	0.0
Special Uses	46.0	1.2	802.0	21.3	94.0	2.5
Airport	0.0	0.0	0.0	0.0	130.0	3.5
Interstates/Streets	215.5	5.7	127.5	3.4	190.0	5.1
Total Public	261.5	7.0	929.5	24.7	414.0	11.0
5. Agriculture/Vacant	2224.4	59.2	654.5	17.4	0.0	0.0
TOTAL	3760.0		3760.0		3760.0	

Figure 17

SUBAREA TWO COMPARISONS



1988 Land Use

1987 Zoning

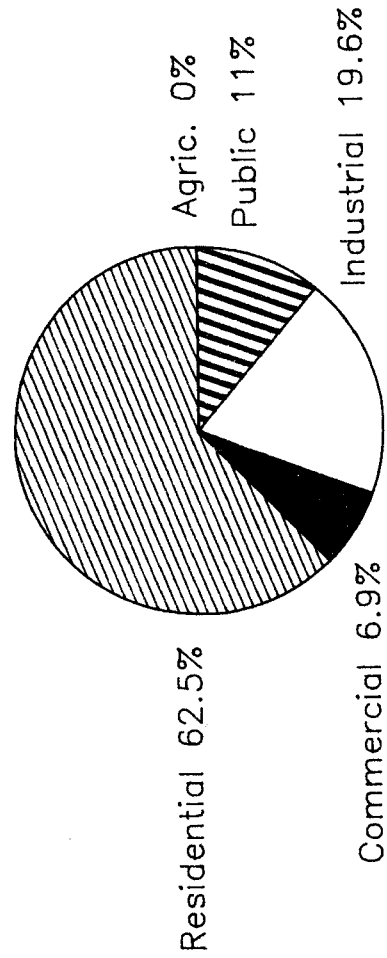
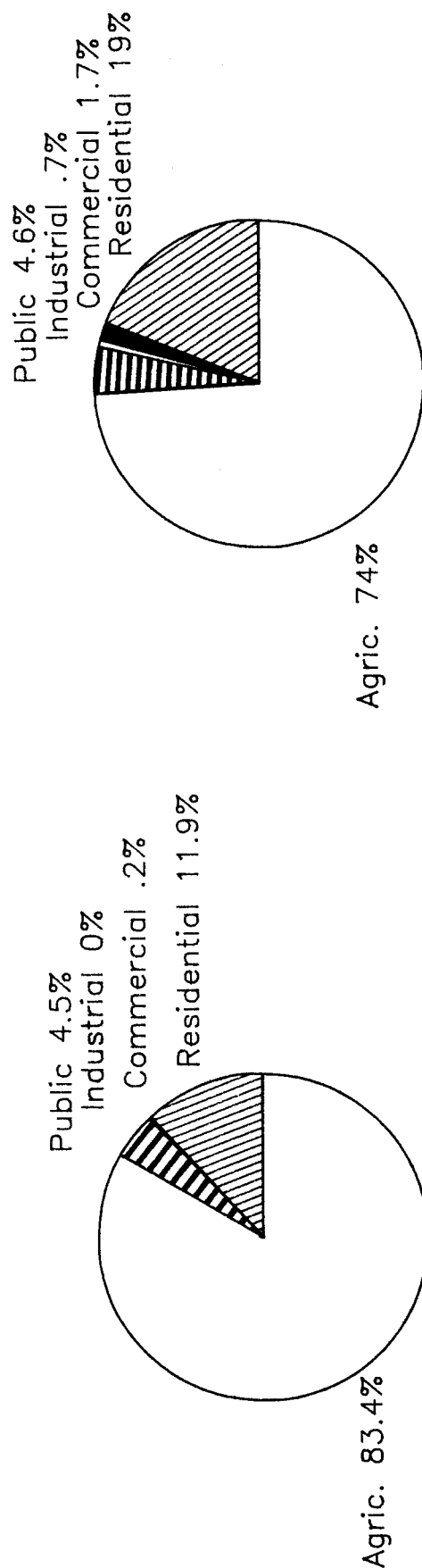


Table 17
DECATUR TOWNSHIP COMPARISONS
SUBAREA THREE

LAND USE	1988 LAND USE		1987 ZONING		COMPREHENSIVE PLAN	
	(acres)	% of total	(acres)	% of total	(acres)	% of total
1. Residential						
Low-Density	854.0	7.9	96.0	0.9	3022.0	27.8
Medium-Density	441.5	4.1	1630.0	15.0	5650.0	52.0
High-Density	0.0	0.0	339.0	3.1	515.0	4.7
Total Residential	1295.5	11.9	2065.0	19.0	9187.0	84.6
2. Commercial						
Office	1.3	0.0	0.0	0.0	0.0	0.0
Retail	19.5	0.2	190.0	1.7	140.0	1.3
Total Commercial	20.8	0.2	190.0	1.7	140.0	1.3
3. Industrial						
Light	2.3	0.0	74.0	0.7	260.0	2.4
Heavy	0.0	0.0	0.0	0.0	0.0	0.0
Total Industrial	2.3	0.0	74.0	0.7	260.0	2.4
4. Public & Semi-Public						
Parks	191.5	1.8	276.5	2.5	346.0	3.2
Special Uses	66.3	0.6	222.5	2.0	928.0	8.5
Airport	0.0	0.0	0.0	0.0	0.0	0.0
Interstates/Streets	234.8	2.2	0.0	0.0	0.0	0.0
Total Public	492.6	4.5	499.0	4.6	1274.0	11.7
5. Agriculture/Vacant	9049.8	83.3	8033.0	74.0	0.0	0.0
TOTAL	10861.0		10861.0		10861.0	

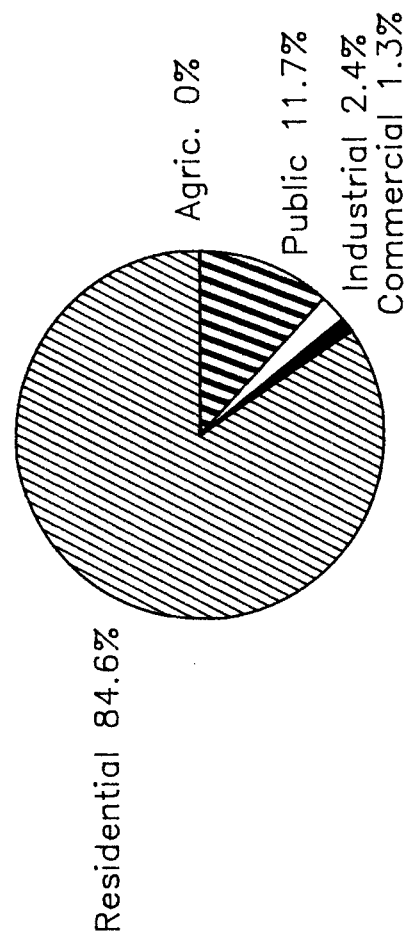
Figure 18

SUBAREA THREE COMPARISONS



1988 Land Use

1987 Zoning



CHAPTER 6

TRANSPORTATION SYSTEM

Transportation is a city service that is an extremely important factor in moving vehicular traffic efficiently. The transportation system also is important in determining the type and density of development. In high growth areas, there will be increased demands for providing greater levels of transportation services. This chapter describes the transportation system in Decatur Township, including:

- . A description of the existing facilities
 - . A needs assessment, and
 - . A summary of planned improvements.
-

DESCRIPTIONS OF EXISTING FACILITIES

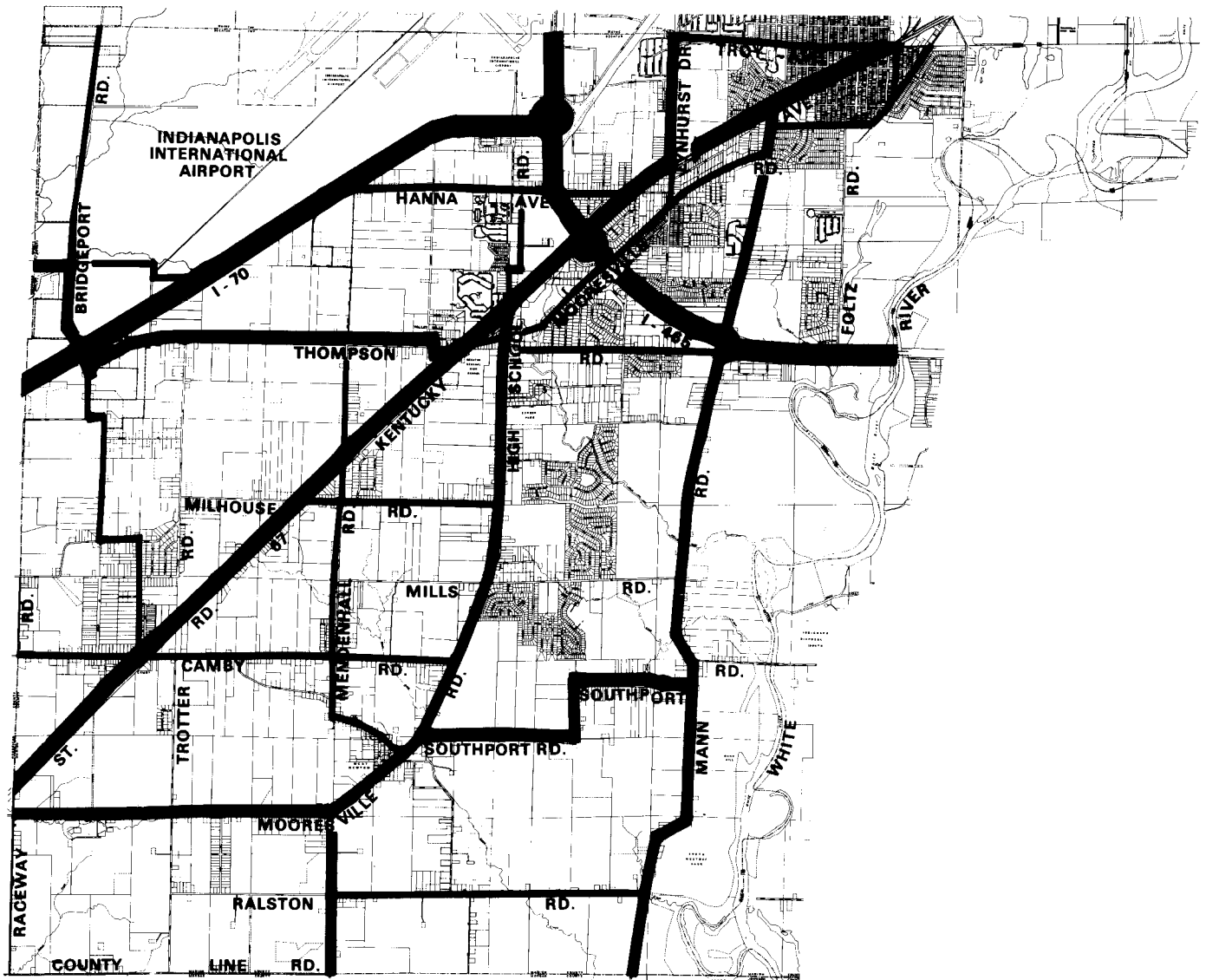
Existing Street System

One way to understand the existing transportation network in Decatur Township is to examine its functional street classification system. A functional classification is the grouping of roadways in the planning area into an integrated system identified by their principal uses in the overall transportation system. It is based upon the concept that each street, road, and highway has a predominant purpose ranging from mostly access (such as streets in residential subdivisions) to primarily through movement (such as freeways). Map 2 shows the Existing Functional Street Classification System for Decatur Township. Table 18 provides definitions of the classification categories, and Table 19 lists all Decatur Township streets which meet any of the first five definitions (Freeways, Expressways, Primary Arterials, Secondary Arterials and Collectors).

The City's basic street design adheres to a combination of a grid system containing rectangular blocks and a spoked-wheel pattern of streets converging on the downtown area. Decatur Township's street system is designed along the same grid-like pattern, with Kentucky Avenue and I-70 serving as the spokes that move traffic in and out of the downtown area.

Public Transit

The Indianapolis Public Transportation Corporation/METRO currently operates one bus route which serves major residential, commercial and retail centers within Decatur Township. This route is an express route. Express routes, which operate only Monday through Friday, principally provide service for commuters in the township to and from the Central Business District (CBD). Map 3 delineates the Metro bus route and shows the locations of Park & Ride lots.



DECATUR TOWNSHIP

MAP 2 / EXISTING FUNCTIONAL STREET CLASSIFICATION SYSTEM

	Freeway		Secondary Arterial
	Primary Arterial		Collector

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was financed in part by a
Community Development Block Grant



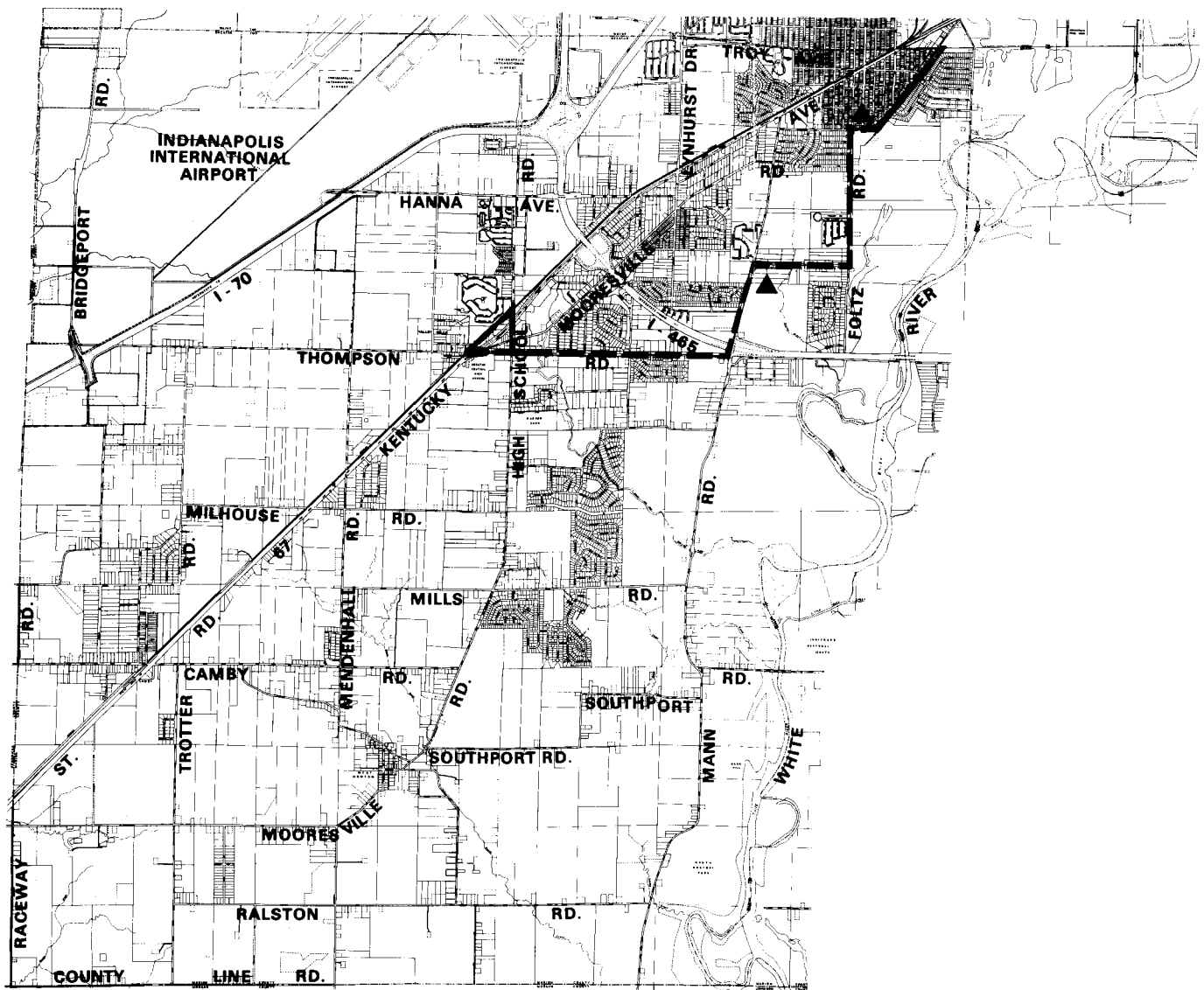
October, 1989
Department of Metropolitan Development
Division of Planning
Indianapolis-Marion County, Indiana

Table 18
INDIANAPOLIS FUNCTIONAL STREET
CLASSIFICATION SYSTEM DEFINITIONS

- | | |
|------------------------|---|
| 1) Freeway | Divided highways with full control of access and grade-separated interchanges. Primary function is movement of traffic in particular long trips made within and through the study area. These roads are designed for high-speed operation (50-60 MPH) and require wide rights-of-way ranging up to 300 ft. |
| 2) Expressways | Access controlled routes with design and operational characteristics similar to freeways, with some intersections at-grade. Access control is usually obtained by using medians, frontage roads, and selected location of intersections. These roads are designed for relatively high speed operation (45 MPH) and require rights-of-way ranging up to 200ft. |
| 3) Primary Arterials | These routes have greater traffic carrying capabilities and higher levels-of-service than other at-grade routes to channelize major traffic movements. They either carry higher volumes than other adjacent routes or have the potential to carry higher volumes. They serve as connecting routes to the freeway system and to other primary arterials, and are oriented primarily to moving traffic rather than serving abutting land-use. Rights-of-way may range up to 120 ft. |
| 4) Secondary Arterials | These routes serve a higher percentage of short trips than do primary arterials. They carry significant volumes and are needed to provide system continuity. Right-of-way widths may range up to 100 ft. |
| 5) Collectors | Primary function is to collect traffic from an area and move it to an arterial while also providing substantial service to abutting land-use. |
| 6) Local Streets | Comprise the remainder of the surface streets and have the primary function of service to abutting land-use. |

Table 19
STREET FACILITIES INVENTORY
INVENTORY OF 1988

STREET NAME	FROM	TO	EXISTING			EXISTING CAPACITY	EXISTING V/C RATIO	EXISTING LOS	FUTURE LOS
			COUNT- YEAR	WIDTH (FEET)	NUMBER OF LANES				
BRIDGEPORT RD	I-70	Seerley Rd	969	18	2	14,400	0.0673	A	A
CAMBY RD	Kentucky Av	County Line	2,239	18	2	14,400	0.1555	A	A
CAMBY RD	Mendenhall Rd	Kentucky Av	1,042	18	2	14,400	0.0724	A	A
CAMBY RD	Mooreville Rd	Mendenhall Rd	569	18	2	14,400	0.0395	A	A
HANNA AV	High School Rd	Brushwood Rd	765	20	2	14,880	0.0514	A	A
HANNA AV	Kentucky Av	High School Rd	2,165	20	2	14,880	0.1455	A	A
HIGH SCHOOL RD	Airport Expwy	Hanna Av	7,044	20	2	14,880	0.4734	A	A
HIGH SCHOOL RD	Hanna Av	Kentucky Av	N/A	24	2	16,000	0.0000	A	A
HIGH SCHOOL RD	Kentucky Av	Mooreville Rd	N/A	20	2	14,880	0.0000	A	A
I-465	I-70	Airport Expwy	69,547	72	6	48,000	1.4489	A	E
I-465	Kentucky Av	I-70	76,503	72	6	48,000	1.5938	A	C
I-465	Mann Rd	Kentucky Av	67,059	72	6	48,000	1.3971	A	E
I-465	County Line	Mann Rd	66,391	72	6	48,000	1.3831	A	D
I-70	I-465	County Line	45,712	72	6	48,000	0.9523	A	A
I-70	Airport Expwy	I-465	37,323	72	6	48,000	0.0000	A	A
KENTUCKY AV	Camby Rd	County Line	17,256	48	4	32,000	0.5393	A	A
KENTUCKY AV	Mendenhall Rd	Camby Rd	19,782	48	4	32,000	0.6182	A	A
KENTUCKY AV	Thompson Rd	Mendenhall Rd	22,188	48	4	32,000	0.6934	A	A
KENTUCKY AV	High School Rd	Thompson Rd	23,451	48	4	32,000	0.7328	A	A
KENTUCKY AV	I-465	High School Rd	28,830	48	4	32,000	0.9009	A	A
KENTUCKY AV	Hanna Av	I-465	14,189	48	4	32,000	0.4434	A	A
KENTUCKY AV	Lynhurst Dr	Hanna Av	14,730	48	4	32,000	0.4603	A	A
KENTUCKY AV	Mann Rd	Lynhurst Dr	15,114	48	4	32,000	0.4723	A	A
KENTUCKY AV	Holt Rd	Mann Rd	18,693	48	4	32,000	0.5842	A	A
LYNHURST	Troy Av	Kentucky Av	9,380	24	2	16,000	0.5863	A	A
MANN RD	Ralston Av	County Line	1,693	18	2	14,400	0.1176	A	A
MANN RD	Southport Rd	Ralston Av	2,411	18	2	14,400	0.1674	A	A
MANN RD	I-465	Southport Rd	4,753	20	2	14,880	0.3194	A	A
MANN RD	Mooreville Rd	I-465	11,642	20	2	14,880	0.7824	A	D
MANN RD	Kentucky Av	Mooreville Rd	12,275	20	2	14,880	0.8249	A	D
MENDENHALL RD	Reynolds Rd	Camby Rd	725	20	2	14,880	0.0487	A	A
MENDENHALL RD	Kentucky Av	Reynolds Rd	1,128	18	2	14,400	0.0783	A	A
MENDENHALL RD	Kentucky Av	Thompson Rd	291	18	2	14,400	0.0202	A	A
MILHOUSE RD	Flynn Rd	Kentucky Av	1,355	20	2	14,880	0.0911	A	A
MILHOUSE RD	Kentucky Av	Mendenhall Rd	409	20	2	14,880	0.0275	A	A
MILHOUSE RD	Mendenhall Rd	High School Rd	365	20	2	14,880	0.0245	A	A
MOOREVILLE RD	Raceway Rd	Paddock Rd	974	18	2	14,400	0.0676	A	A
MOOREVILLE RD	Paddock Rd	Southport Rd	3,367	18	2	14,400	0.2338	A	A
MOOREVILLE RD	Southport Rd	Camby Rd	3,201	18	2	14,400	0.2223	A	A
MOOREVILLE RD	Camby Rd	Milhouse Rd	4,920	18	2	14,400	0.3417	A	A
MOOREVILLE RD	Milhouse Rd	Thompson Rd	6,517	18	2	14,400	0.4526	A	A
PADDOCK RD	County Line	Ralston Rd	1,562	18	2	14,400	0.1085	A	A
PADDOCK RD	Ralston Rd	Mooreville Rd	1,534	18	2	14,400	0.1065	A	A
RALSTON RD	Paddock Rd	Mann Rd	475	16	2	13,920	0.0341	A	A
THOMPSON RD	Stanley Rd	Mendenhall Rd	774	20	2	14,880	0.0520	A	A
THOMPSON RD	Mendenhall Rd	Kentucky Rd	795	20	2	14,880	0.0534	A	A
THOMPSON RD	Kentucky Rd	High School Rd	1,151	20	2	14,880	0.0774	A	A



DECATUR TOWNSHIP

MAP 3 / METRO BUS ROUTE

Express Route
 Park & Ride Lots

The preparation of this map
was financed in part by a
Community Development Block Grant



October, 1989
 Department of Metropolitan Development
 Division of Planning
 Indianapolis-Marion County, Indiana

There are two (2) Park-and-Ride locations in Decatur Township. The Park-and-Ride system was designed so that individuals not having immediate access to an express route in their area can utilize METRO services by parking their cars at a specified location to board the bus (See Map 3).

Bridges

Sufficiency ratings are used to describe the structural condition of bridges in Decatur Township and all of Marion County. The scale of sufficiency ratings for bridges ranges from 0 to 100, with zero (0) being the worst possible condition and 100 being the optimal condition. Of the 496 bridges in Marion County, twenty one are located in Decatur Township.

In 1988, Marion County had 224 Bridges with sufficiency ratings higher than 80.00, 173 bridges with sufficiency ratings between 50.00 to 80.00, and 79 bridges below 50.00. In Decatur Township there are 13 bridges with sufficiency ratings of 80.00 or higher, 5 bridges with sufficiency ratings between 50.00 to 80.00, and 3 bridges below 50.00 (see Table 20 and Map 4). All three bridges with a 50 or less sufficiency rating are scheduled for rehabilitation and/or replacement. Bridges with a sufficiency rating of below 50 are recommended for replacement. Bridges with a sufficiency rating of 50 to 80 are recommended for rehabilitation.

High Accident Locations

Decatur Township has one high accident intersection (See Map 5). The intersection is located at Lynhurst Avenue and Troy Avenue. The Troy and Lynhurst intersection has a rating of 1.67, and is ranked 57th of the 129 high accident intersections monitored in Marion County.

Accident rates are determined by dividing the annual total number of accidents by the estimated annual number of vehicles entering an intersection. That figure is then multiplied by one million to obtain a rate: number of accidents per million vehicles. Therefore an accident rate of 1.67 translates into an average of 2 accidents annually for an intersection averaging 1,000,000 vehicles per year.

The equation is:

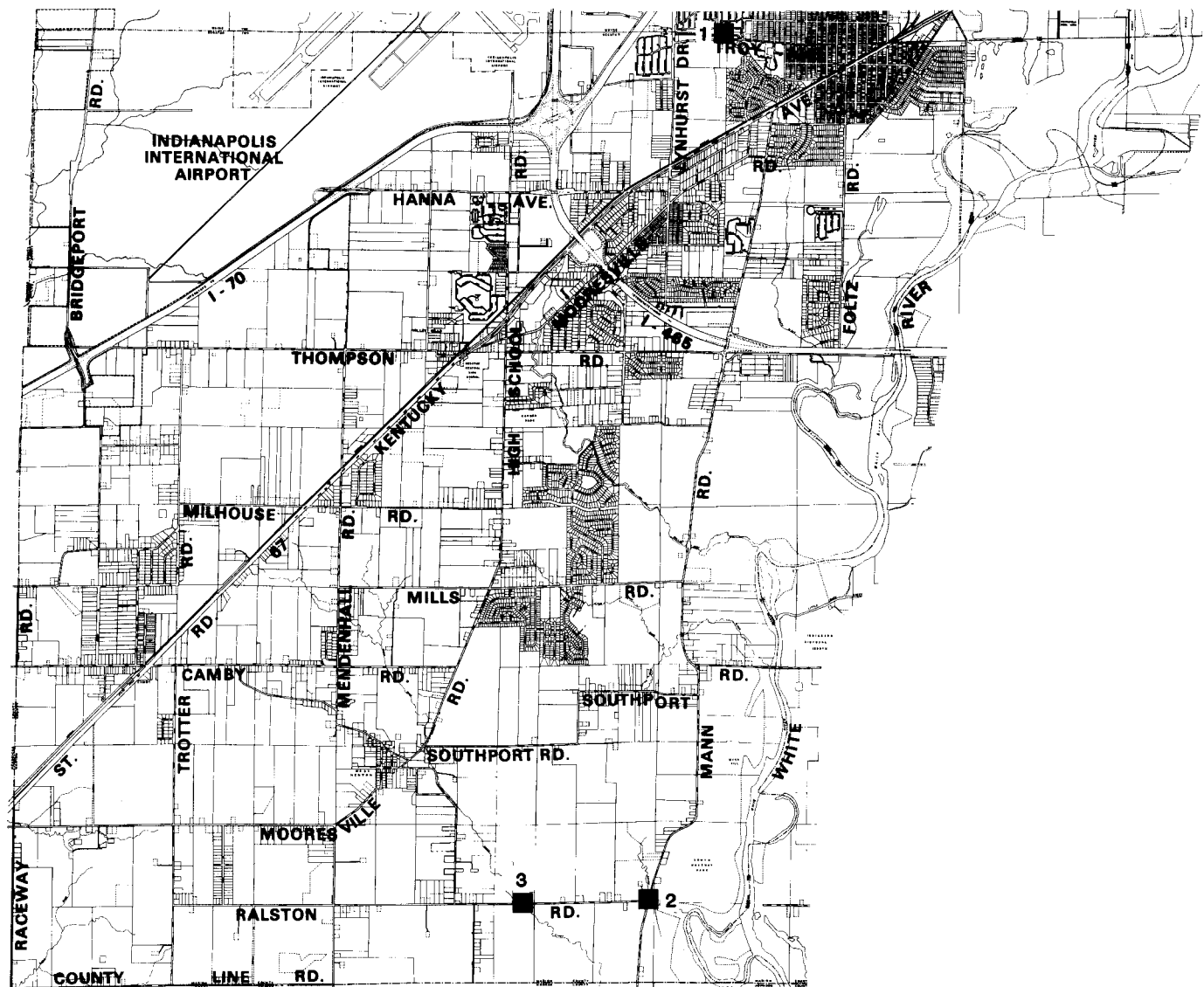
$$\text{Rate} = \frac{(\# \text{ of accidents} \times 1,000,000)}{(\text{average daily traffic} \times 365)}$$

Approximately 130 high accident intersections are monitored in Marion County. For planning purposes, intersections having accident rates greater than 2.00 are identified as "trouble spots" needing further study. In 1988, 39 Marion County intersections had accident rates greater than 2.00. None of these are in Decatur Township. As these locations are identified, they can be examined to determine what measures can be employed to increase safety. Measures such as adding left turn lanes or left turn signals, adding appropriate signage, or providing new lighting may lead to a reduction in a particular intersection's accident rate.

Table 20
1988 DECATUR TOWNSHIP
BRIDGE SUFFICIENCY RATINGS

Facility Carried	Features Intersected	Sufficiency Rating
Ralston Road	Goose Creek	26.8
Mann Road	Swamp Creek	37.7
Troy Ave.	Mars Ditch	40.8
Lynhurst Dr.	Seeley Creek	73.4
Superior	State Ditch	73.8
Southport Road	White River	74.4
Mills Road	Milhouse Creek	76.8
Mooreville Road	Goose Creek	77.0
I-465	State Ditch	80.5
Thompson Road	Dollar Hide Ditch	82.4
Mooreville Road	State Ditch	82.9
Troy Ave	State Ditch	83.5
Thompson Road	Dollar Hide Ditch	84.2
Southport Road	Goose Creek	84.4
Kentucky Avenue	Mann Ditch	86.6
Seerley	Sterling Run	95.0
Bridgeport Road	Mann Creek	98.7
Mann Road	Dollar Hide Ditch	99.0
Furnas Road	Dollar Hide Ditch	99.0

Source: IDOT Marion County Bridge Sufficiency Rating Index



DECATUR TOWNSHIP

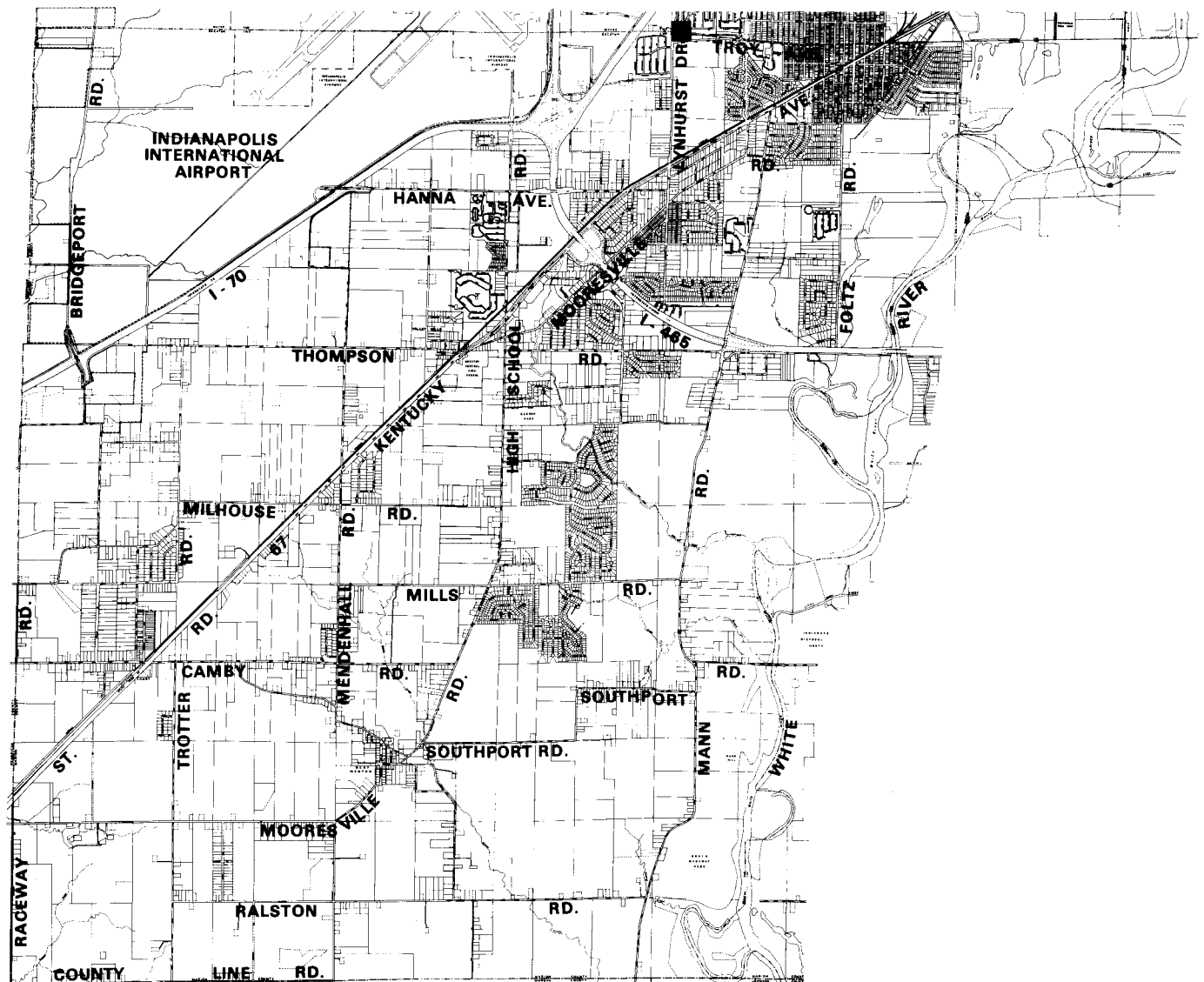
MAP 4 / BRIDGES WITH SUFFICIENCY RATINGS LESS THAN 50

1. Troy Avenue / Mars Ditch
2. Mann Road / Swamp Creek
3. Ralston Road / Goose Creek

The preparation of this map
was financed in part by a
Community Development Block Grant



October, 1989
Department of Metropolitan Development
Division of Planning
Indianapolis-Marion County, Indiana



DECATUR TOWNSHIP **MAP 5 / HIGH ACCIDENT INTERSECTION**

■ Lynhurst Dr. and Troy Ave.

The preparation of this map
was financed in part by a
Community Development Block Grant



October, 1989
Department of Metropolitan Development
Division of Planning
Indianapolis-Marion County, Indiana

NEEDS ASSESSMENTS

The management of the Indianapolis transportation system is based on the allocation of limited resources -- there are more needs associated with the transportation system than money available to make all the desired improvements. The purpose of the City's transportation planning process is to assess the needs associated with the transportation system and develop a systematic program to allocate the limited financial resources.

Description of Transportation Planning Process

Needed transportation projects are documented in the Indianapolis Regional Transportation Improvement Program (IRTIP) which is prepared annually. It identifies a five-year program of proposed transportation projects in the Indianapolis urbanized area.

The transportation planning program in the Indianapolis area is comprised of two major elements: Long-Range Transportation Planning and Transportation System Management (TSM) Planning which identifies short-range transportation improvements.

The Long-Range Transportation Planning element prepares and maintains the Official Thoroughfare Plan for Marion County. The plan indicates transportation needs twenty years into the future, and recommends the needed roadway improvements including street widenings, bridges, and new roadways. Placing a recommended roadway improvement project into the thoroughfare plan does not ensure its construction. However, in order for the improvement to be constructed using federal funds, it must be included as part of the official plan. Actual construction of a project is subject to funding availability, impact studies environmental (EIS) review, and community review.

The Transportation System Management or short-range planning element addresses low-cost projects designed to obtain maximum efficiency from the existing transportation system. Projects associated with this element include intersection improvements, signage and lighting improvements, modernizing traffic signals and operational changes such as restrictions for on-street parking.

Specific projects relevant to Decatur Township which are planned for both the short-range and long-range transportation planning programs are contained in the "Planned Improvements" section (p. 83).

In planning the Decatur Township's roadway system, it is necessary to analyze both the physical configuration of the street network and the roadway's current and future traffic demand in relationship to the roadway's carrying capacity. The relationship is expressed in a measure of level-of-service. Both are described in the following sections.

Level of Service

Carrying Capacity and Level-of-Service (LOS) are qualitative measurements of congestion based on the operational characteristics of a roadway in terms of travel speed and delays. Levels-of-Service are used to identify deficiencies in the roadway network. Six Levels-of-Service are defined and used to analyze transportation facilities. The six levels of service are designated from A to F, with Level-of-Service F representing the worst congestion. Each Level-of-Service is depicted in Figure 17. A Level-of-Service E or F would indicate that a roadway segment is carrying more traffic than it is designed to carry. Either the network would need to be improved to divert traffic from this segment or the segment itself would need to be improved to increase its capacity. The latter could be accomplished by adding additional travel lanes or making operational improvements such as intersection widenings and signal timing improvements.

Street Network

The Indianapolis roadway network, including Decatur Township, represents a combination of two basic configurations -- a spoked-wheel pattern and a basic grid system of regular squares or rectangular blocks. Ideally there would be equal spacing between each roadway in a grid pattern.

Planning new and improving existing roads is done with consideration of the need to maximize the efficiency of the street network configuration. By improving the street pattern, there will be an increased continuity of service in the system resulting in increased accessibility and safety, and reduced travel time and energy consumption.

Level-of-Service Definitions

1. Level-of-Service "A" represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.
2. Level-of-Service "B" is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.

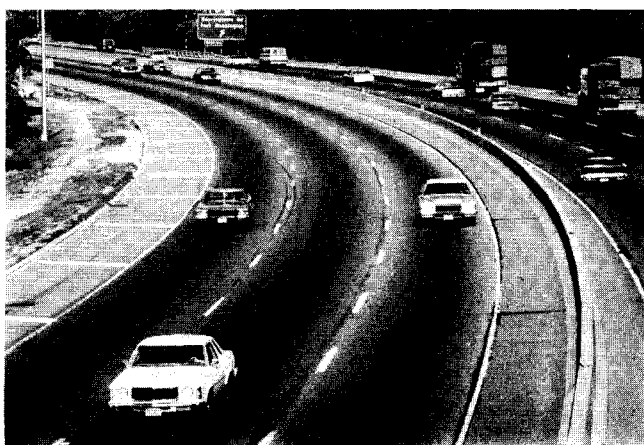


Illustration 3-5. Level-of-service A.



Illustration 3-8. Level-of-service D.



Illustration 3-6. Level-of-service B.

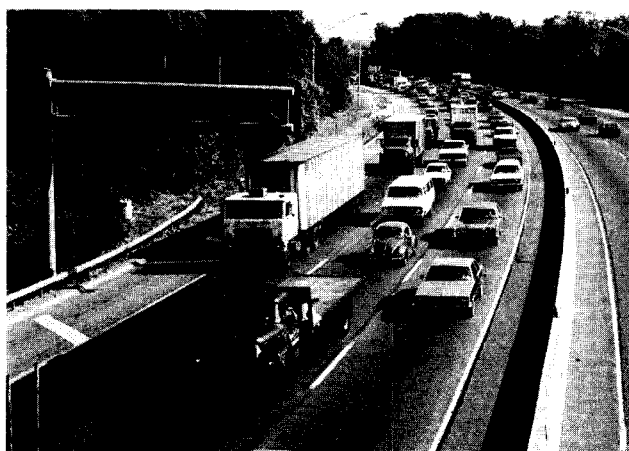


Illustration 3-9. Level-of-service E.



Illustration 3-7. Level-of-service C.

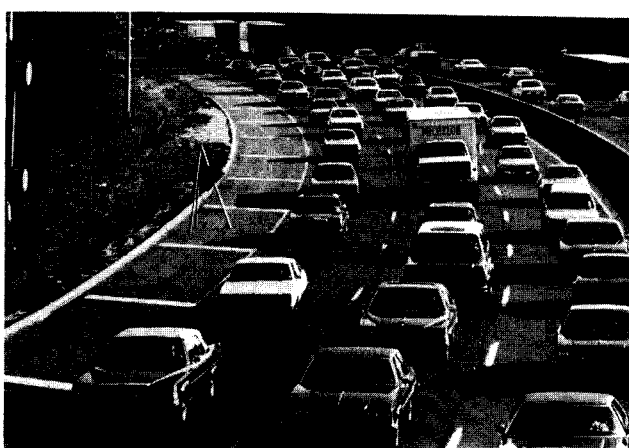


Illustration 3-10. Level-of-service F.

Figure 19
LEVELS OF SERVICE ILLUSTRATIONS

3. Level-of-Service "C" is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
4. Level-of-Service "D" represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
5. Level-of-Service "E" represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.
6. Level-of-Service "F" is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Level-of-Service F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow which causes the queue to form, and Level-of-Service F is an appropriate designation for such points.

(These definitions are from the 1985 Highway Capacity Manual, Special Report 209, the Federal Highway Administration.)

FORECASTING FUTURE TRAVEL DEMANDS

The most complex part of the urban transportation planning process is the forecasting of future travel demand. Essentially, this process involves establishing a relationship between travel characteristics and land use activities such as population and employment. The process relies on mathematical computer models of trip generation, trip distribution, mode choice and trip assignment, each of which are summarized below:

- . Trip generation is the process of estimating the number of trips generated by various urban activities. For example, the number of trips that are generated by a shopping center is quite different from the number of trips generated by a residential subdivision.
- . The trip distribution model determines how the beginning and endings of these trips are linked with one another.
- . The mode choice model predicts how travel will be split between automobiles, transit service, car pools, and jitney service.

The trip assignment model determines the paths the trips will take. For example, if a trip goes from a suburb to downtown, the model predicts which specific roads or transit routes are used.

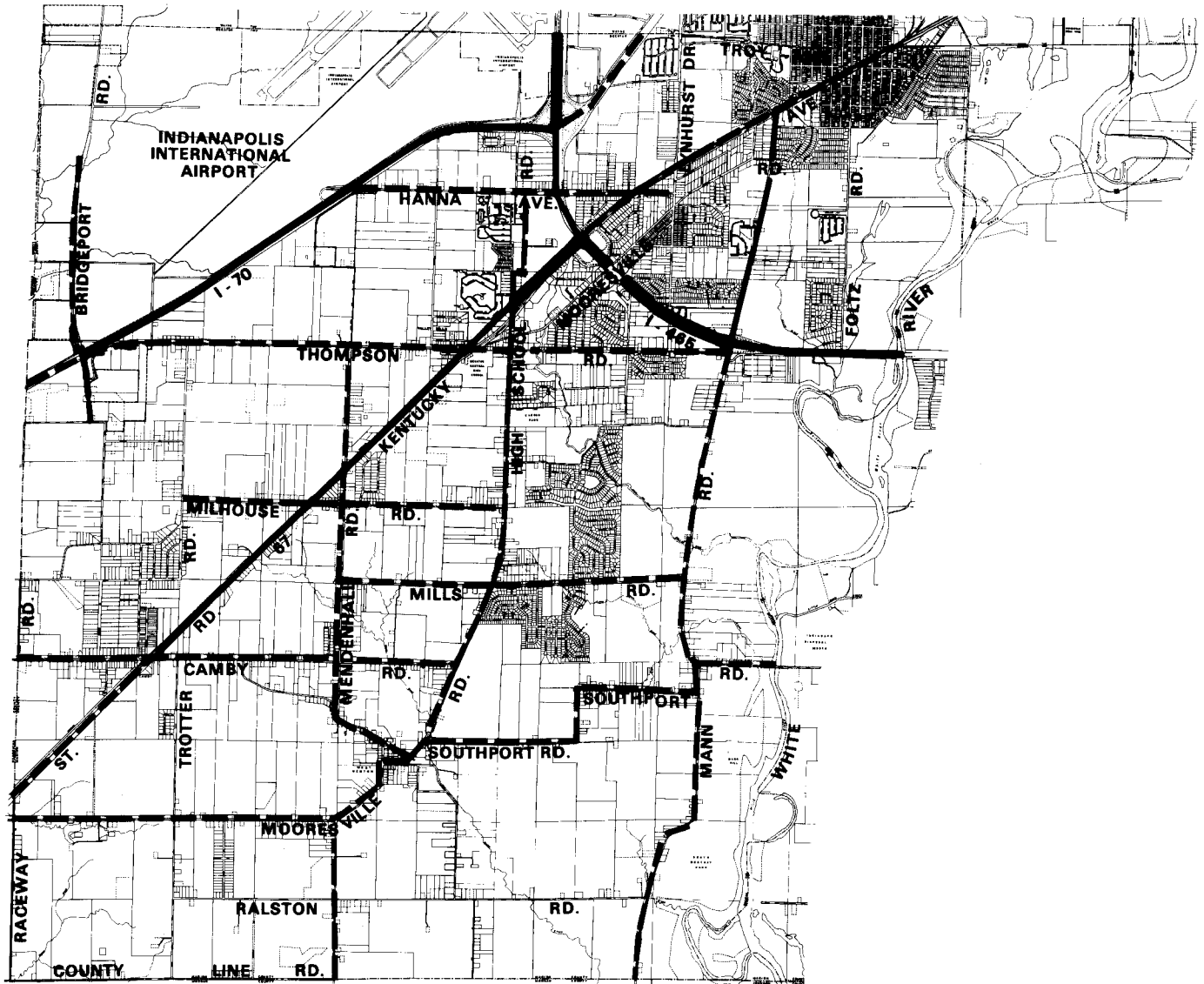
These modeling procedures are used to forecast future travel demand and thereby identify future deficiencies in the street system. The overall model generates these forecasts in terms of the volume of traffic in relation to roadway capacity.

DECATUR TOWNSHIP ROADWAY NETWORK PERFORMANCE

Map 6 identifies the current and projected year 2005 levels of transportation service for Decatur Township during the peak hour when the greatest demand is placed on the transportation system. These are general levels-of-service and do not reflect existing or future intersection characteristics such as exclusive right and left turn lanes or passing blisters which significantly improve traffic operations.

Map 7 identifies the long range priority improvements proposed for the street system within Decatur Township.

The existing levels of service were computed using the most recent traffic count data available which ranged from 1983 to 1988 counts. The Year 2005 levels of service were computed with the assumption that all of the Thoroughfare Plan priority improvements would be completed by 2005.



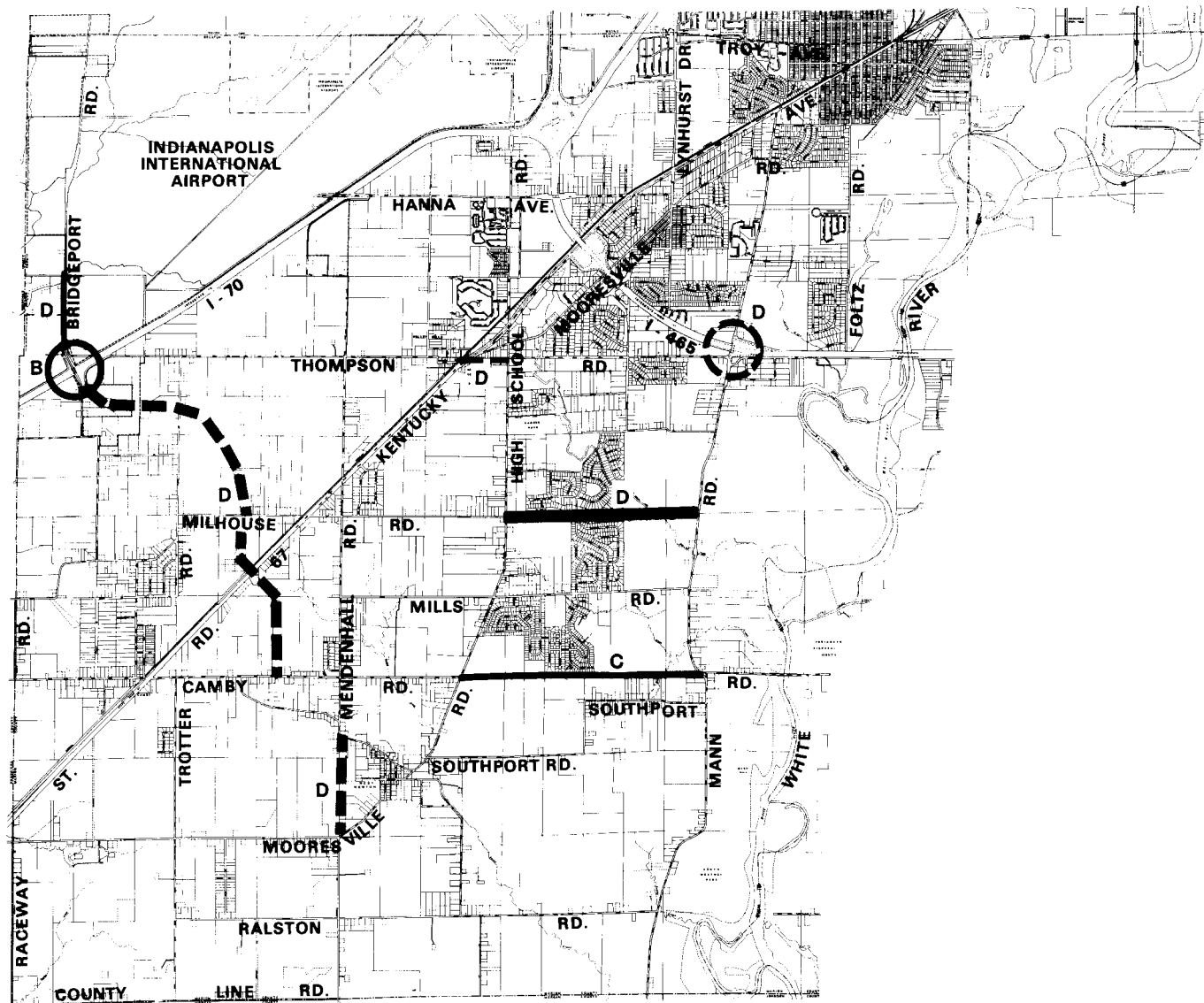
DECATUR TOWNSHIP **MAP 6 / EXISTING & FUTURE LEVELS OF SERVICE**

*EXISTING	FUTURE LOS
	A-B
	C-D
	E-F

***EXISTING LOS A-B For All Streets**
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DECATUR TOWNSHIP

MAP 7 / THOROUGHFARE PLAN PRIORITY IMPROVEMENTS

EXISTING		PROPOSED	
	2 Lanes		None
	4 Lanes		None
	6 Lanes		None
	Interchange		

Recommended Implementations

- A 1987-1991
- B 1992-1996
- C 1997-2001
- D 2002-2005

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Overall, the Decatur Township street system is currently operating at a high Level-of-Service. 100% of the streets on the Official Thoroughfare Plan system are operating at level of service A or B. By the Year 2005 there will likely be more congestion than there is today. However, due to the proposed priority improvements shown on Map 7 there will be a minimal increase in the number of congested street segments. Nearly all of the street segments identified on Map 7 as proposed priority improvements will be operating at lower levels of service if improvements are not implemented by Year 2005.

PLANNED IMPROVEMENTS

Transportation improvements are programmed through the Indianapolis Regional Transportation Improvement Program (IRTIP). The IRTIP presents transportation improvements proposed by government and transportation agencies in the Indianapolis Urbanized Area. The basic objective of the IRTIP is to provide the best attainable coordinated transportation system.

There are two planning elements which provide the principal evaluation methods for programming projects in the IRTIP. The Long-Range Transportation Plan is a plan which implements long range transportation objectives and facilitates improvements that increase the overall capacity of the Indianapolis Transportation Network. The Transportation System Management Process System Report plans short-range objectives which address current trouble spots in the transportation system. An example of a long-range transportation improvement would be the proposed roadway realignment and widening of High School Road, from Thompson Road to Hanna Avenue, including the replacement of the Conrail railroad bridge over High School Road. An example of a short-range transportation improvement is a stop light installation.

Table 21 presents a summary of the transportation projects proposed in Decatur Township during the 1990-1994 IRTIP program period. IRTIP includes 1) Long-range Plan Improvements, 2) Transportation System Management Improvements, 3) Bridge Improvements and 4) other improvements. The locations of these improvements are shown on Maps 8 through 13.

Table 21
PLANNED ROADWAY AND INTERSECTION IMPROVEMENTS

1990-1994 IRTIP Road Widening and Roadway Improvement See Map 8

DOT-2075	BRIDGE REHABILITATION
Location:	Troy Avenue over Mars Ditch
Description:	Rehabilitation of existing structure.
Construction:	Programmed for 1990
Total Amount:	\$250,000
DOT-3012	ROADWAY WIDENING
Location:	High School Road from Thompson Road to Hanna Avenue
Description:	Road way realignment and widening, including the replacement of the Conrail railroad bridge over High School Road.
Construction:	Programmed for 1992
Total Amount:	\$4,200,000
DOT-3015	DRAINAGE IMPROVEMENT
Location:	5800 South Stanley Road
Description:	Replacement of small drainage device
Construction:	Programmed for 1990
Total Amount:	\$100,000
DOT-3045	BRIDGE REHABILITATION
Location:	Ralston Road over Goose Creek
Description:	Rehabilitation of existing structure on Ralston Road and minimum approach construction.
Construction:	Programmed for 1991
Total Amount:	\$350,000
DOT-3119	BRIDGE REPLACEMENT
Location:	Mann Road over Swamp Creek.
Description:	Replacement of existing bridge
Construction:	Programmed for 1991
Total Amount:	\$410,000
IAA-1001	PROPERTY ACQUISITION
Location:	Indianapolis International Airport
Description:	Continued acquisition of property for airport development as recommended in the Airport Master Plan and property included in guaranteed purchase program as a result of Noise Compatibility Plan.
Construction:	None
Total Amount:	\$33,360,000

Table 21 (Cont'd)

IAA-1002	RUNWAY CONSTRUCTION 4R-22L AND TAXIWAY
Location:	Indianapolis International Airport
Description:	Construction of a new 10,000 feet runway and parallel taxiway.
Construction:	Programmed for 1991
Total Amount:	\$18,105,000
IAA-1004	ROADWAY AND POWER LINE RELOCATION
Location:	Indianapolis International Airport
Description:	Relocation of Bridgeport Road and Indianapolis Power & Light Company's electrical transmission line western edge of the airport.
Construction:	Programmed for 1992-1993
Total Amount:	\$6,418,000
IAA-1009	RADAR AND TRANSMITTER RELOCATION
Location:	Indianapolis International Airport
Description:	Relocation of the airport radar (ASR) and remote transmitter receivers (RTR) to accomodate airport expansion and development.
Construction:	Programmed for 1990
Total Amount:	\$628,000
IAA-1013	TAXIWAY CONSTRUCTION
Location:	Indianapolis International Airport
Description:	Construct a second parallel taxiway to new runway 4R-22L.
Construction:	Programmed for 1991.
Total Amount:	\$7,585,000
IAA-1019	PERIMETER SECURITY FENCING
Location:	Indianapolis International Airport
Description:	Construction of perimeter security fencing around all Airport property.
Construction:	Programmed for 1990
Total Amount:	\$153,000
IAA-2003	BEECHCRAFT SITE EXPANSION
Location:	Indianapolis International Airport
Description:	Expansion of general aviation apron and utilities to accommodate fixed base operator users.
Construction:	Programmed for 1990
Total Amount:	\$533,000

Table 21 (Cont'd)

IAA-2005	STORM DRAINAGE IMPROVEMENTS
Location:	Indianapolis International Airport
Description:	Construction of storm drainage improvements along Sterling Run (enclose in pipe).
Construction:	Programmed for 1991
Total Amount:	\$1,500,000
IAA-2007	EXPAND SOUTH CARGO AREA
Location:	Indianapolis International Airport
Description:	Expansion of the existing heavy duty concrete apron by approximately 13,300 square yards.
Construction:	Programmed for 1991
Total Amount:	\$739,000
IAA-3003	UTILITIES RELOCATION
Location:	Indianapolis International Airport
Description:	Relocation of FAA cables, NAVAIDS, and telephone cable into a utility corridor.
Construction:	Programmed for 1990
Total Amount:	\$597,000
IDH-1008	SAFETY IMPROVEMENT
Location:	I-465
Description:	Installation of new or modernized on I-465 from I-74 to SR 37 (west).
Construction:	Programmed for 1994
Total Amount:	\$1,600,000
IDH-1015	SAFETY IMPROVEMENT
Location:	S.R. 67 at High School Road
Description:	Lighting improvements at SR 67 and High School Road.
Construction;	Programmed for 1991
Total Amount:	\$45,000
IDH-1054	BRIDGE REHABILITATION
Location:	I-465 over White River
Description;	Bridge reconstruction on I-465 over White River, 2.0 miles west of SR 37 (south leg).
Construction:	Programmed for 1992
Total Amount:	\$1,405,000
IDH-1055	BRIDGE REHABILITATION
Location:	I-465 over SR 67
Description;	Bridge reconstruction on I-465 (south leg) over SR 67 and Conrail.
Construction:	Programmed for 1992
Total Amount:	\$968,000

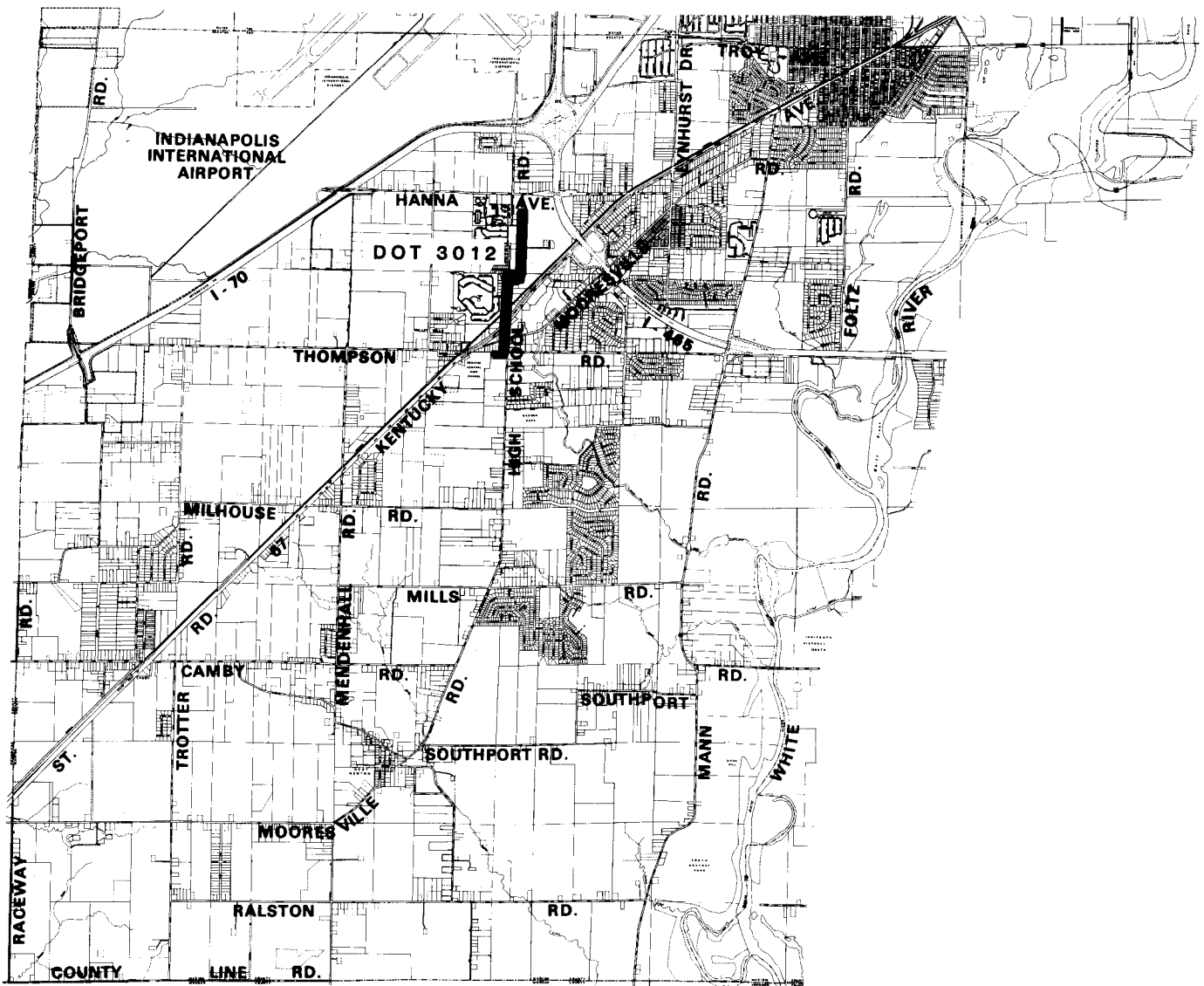
Table 21 (Cont'd)

IDH-2017	ROADWAY IMPROVEMENT
Location:	I-465 from Mann Road to SR 67
Description:	Interstate rehabilitation on I-465 from 1.6 miles east of Mann Road to SR 67 (south leg).
Construction:	Programmed for 1992
Total Amount:	\$2,856,000
IDH-2018	ROADWAY IMPROVEMENT
Location:	I-465 from SR 67 to US 40
Description:	Interstate rehabilitation on I-465 from SR 67 to 0.4 mile north of US 40.
Construction:	Programmed for 1990
Total Amount:	\$3,700,000
IDH-2024	INTERSECTION IMPROVEMENT
Location:	I-465 at SR 67
Description:	Interchange modification at I-465 and SR 67 (south-west).
Construction:	Programmed for 1992
Total Amount:	\$2,029,000

TOTAL	\$87,486,000*
-------	---------------

*This amount does not represent the total project expenditure, only the expenditure proposed during the 1990-1994 five-year period. The anticipated construction years for the projects have been provided the Indianapolis DOT, and INDOT and are subject to change based upon available Federal and local funds.

Source: Indianapolis Regional Transportation Improvement Program 1990-1994, September, 1989.

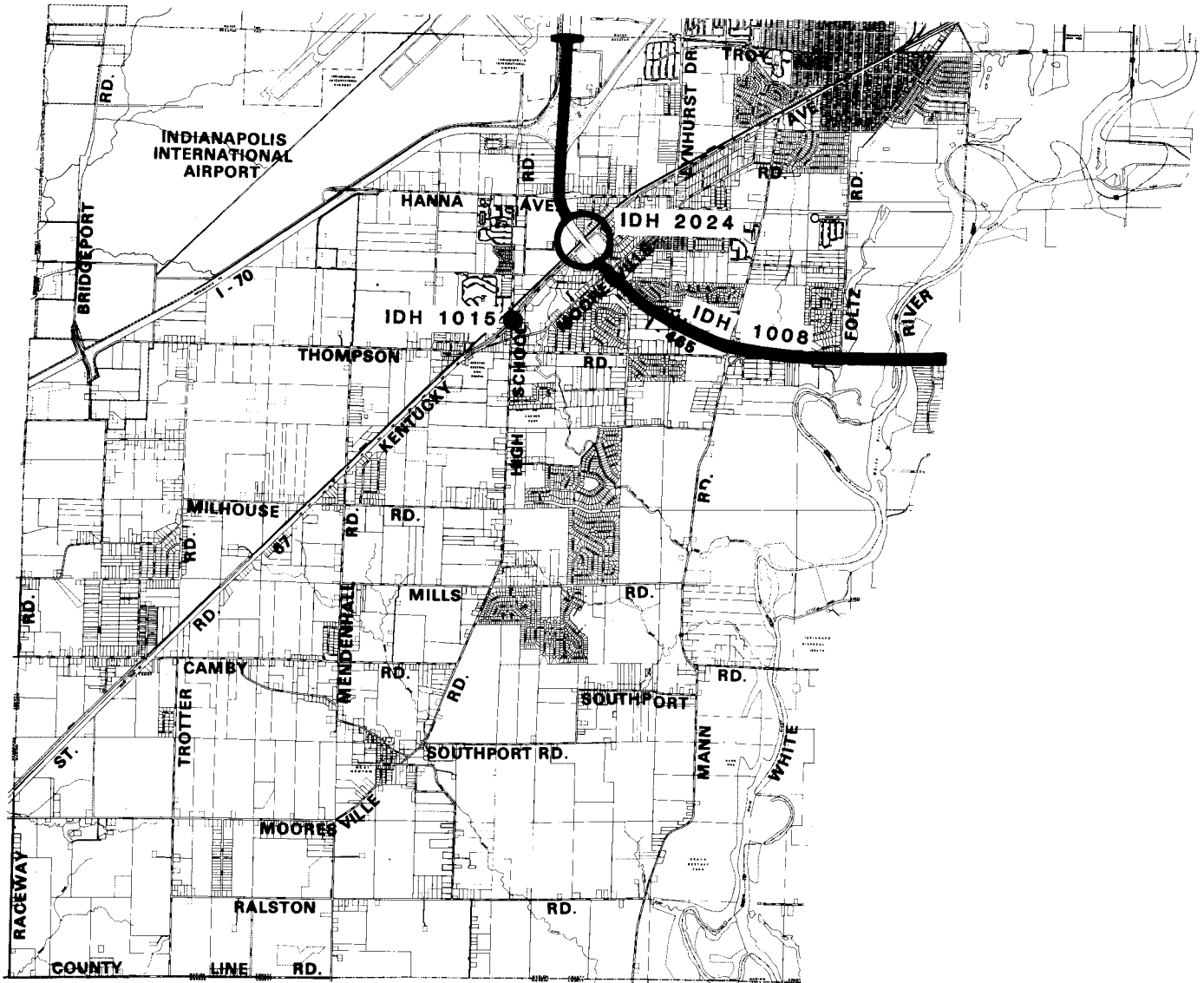


DECATUR TOWNSHIP **MAP 8 / 1990-1994 IRTIP ROAD WIDENING AND ROADWAY IMPROVEMENT PROJECTS**

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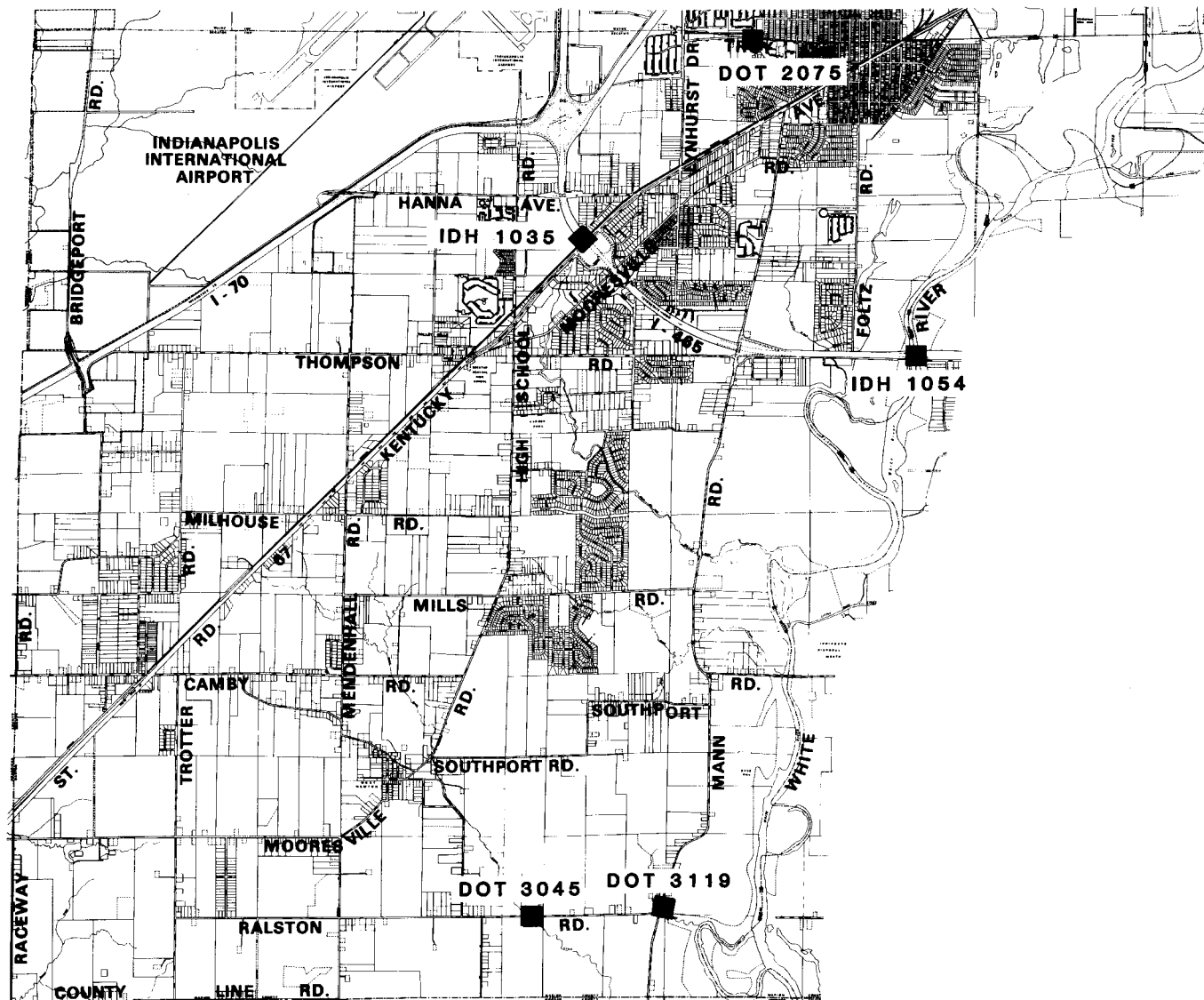
MAP 9 / TSM PROJECTS: INTERSECTION, SIGNALIZATION, REALIGNMENT, AND LIGHTING, IMPROVEMENTS

(1990 - 1994)

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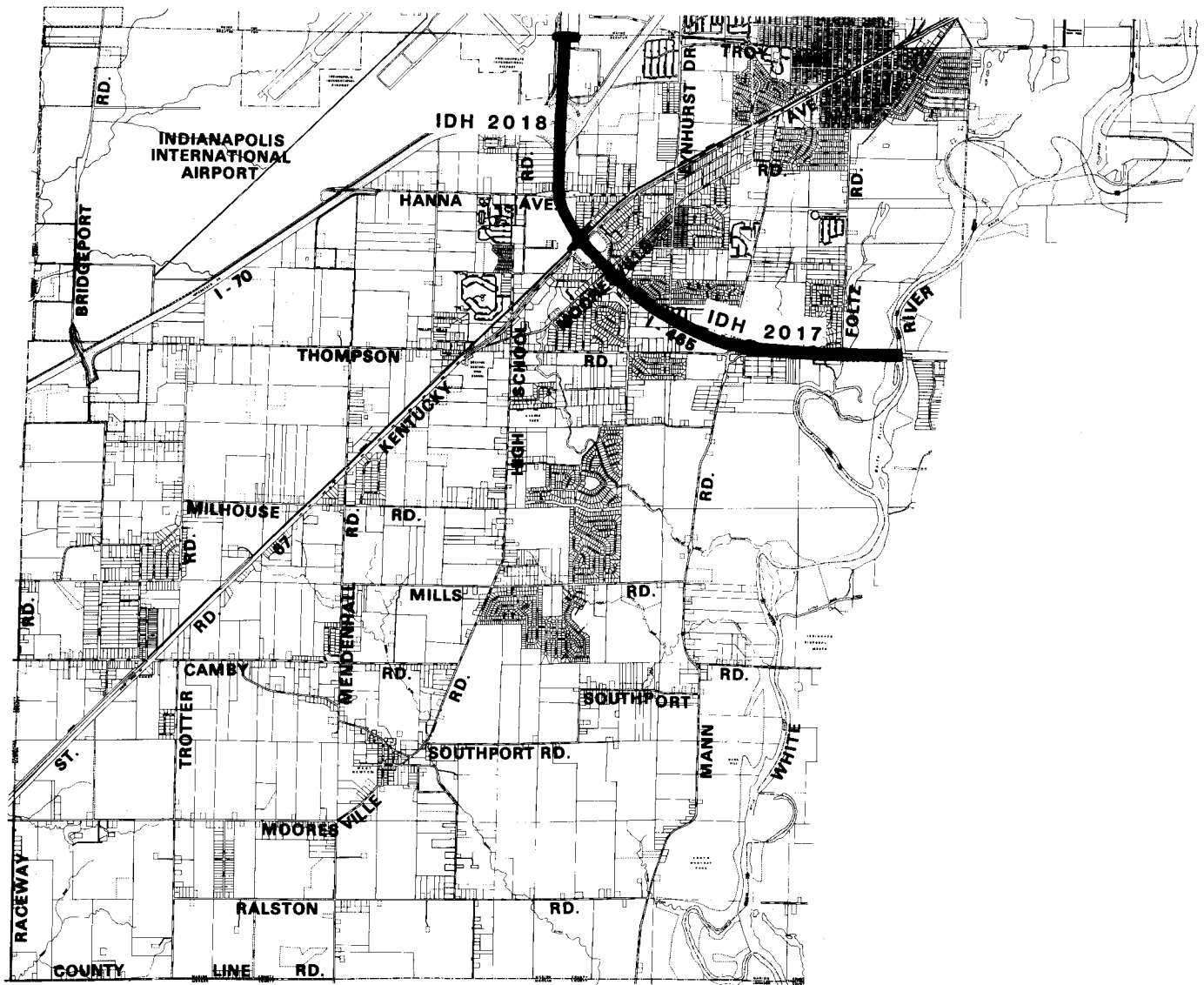


DECATUR TOWNSHIP **MAP 10 / BRIDGE IMPROVEMENTS** **(1990 - 1994)**

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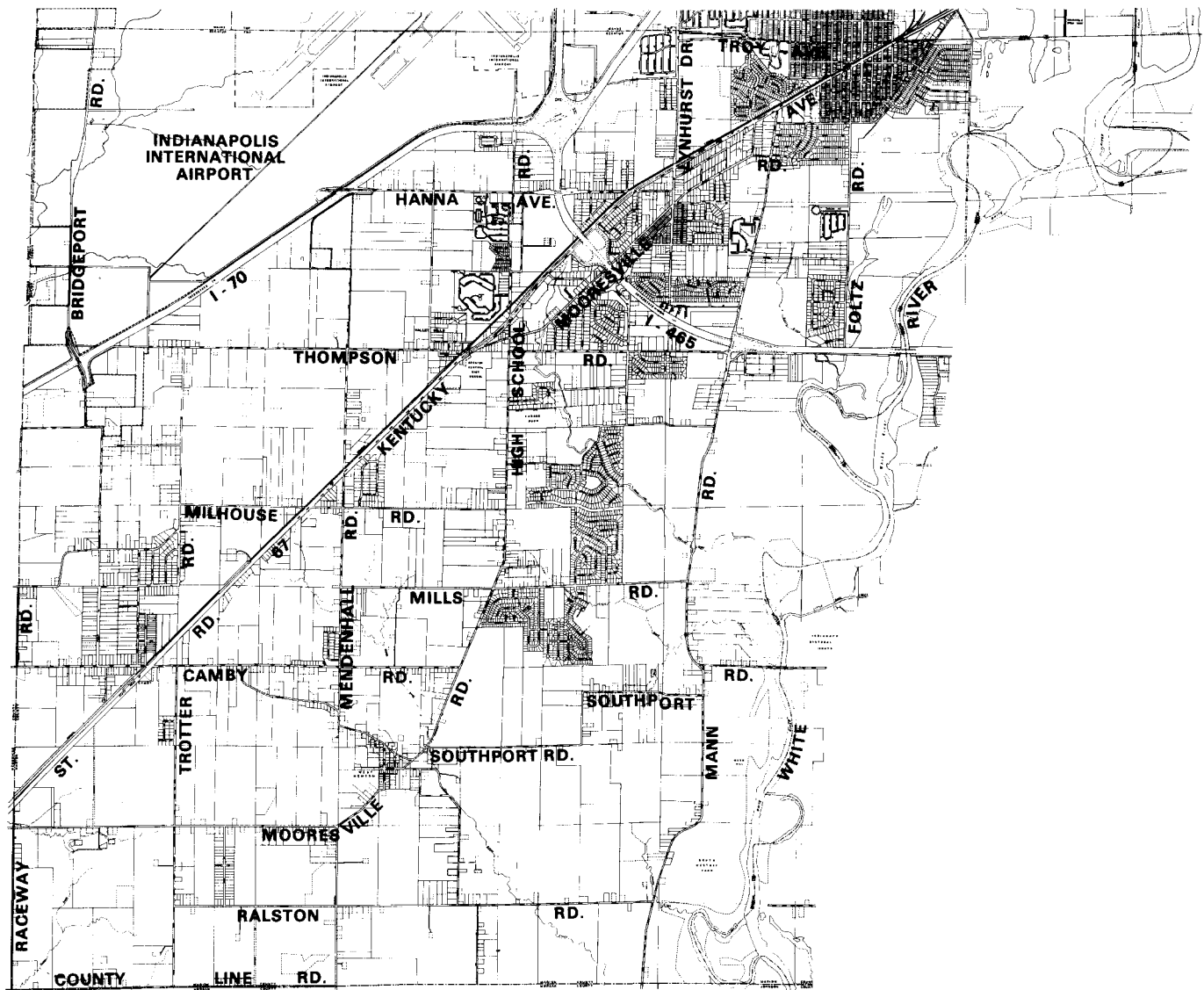
DECATUR TOWNSHIP

MAP 11 / INTERSTATE HIGHWAY RESURFACING AND REHABILITATION PROJECTS (1990 - 1994)

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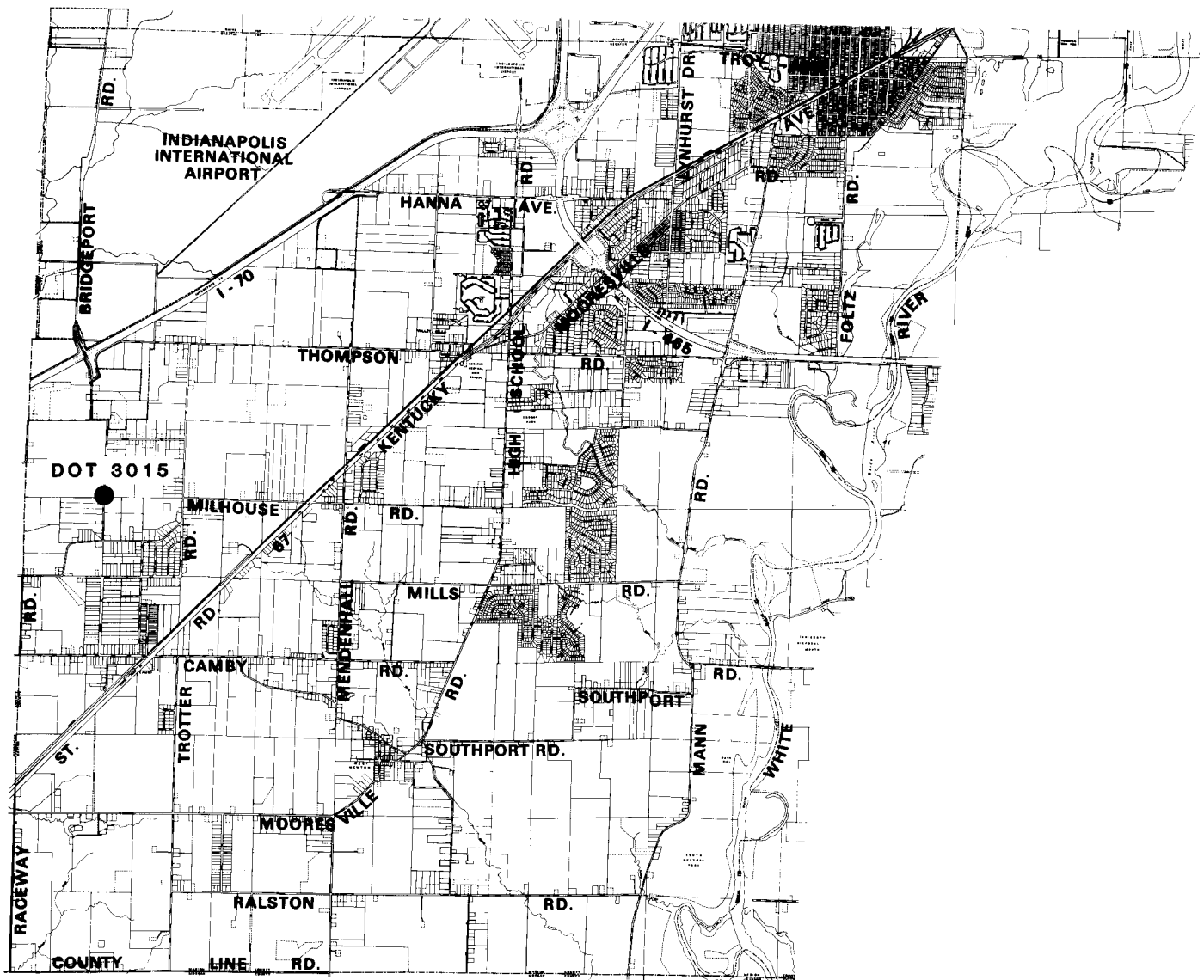
MAP 12 / INDIANAPOLIS INTERNATIONAL AIRPORT PROJECTS

IAA 1001	IAA 1019
IAA 1002	IAA 2003
IAA 1004	IAA 2005
IAA 1009	IAA 2007
IAA 1013	IAA 3003

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DECATUR TOWNSHIP **MAP 13 / DRAINAGE PROJECTS** **(1990 - 1994)**

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CHAPTER 7 **SCHOOL SYSTEM** **PUBLIC SAFETY SERVICES AND PARKS**

Schools

Decatur Township is served by one school district, the Decatur Township Metropolitan School District. Decatur Township MDS has one elementary school, one junior high school, and one senior high school. Table 21 compares Decatur Township school enrollment to the total county enrollment figures. This data shows that although Marion County experienced a 16.8% decrease in enrollment, Decatur Township experienced a 17% increase from 1978 to 1988. In 1986 the fall enrollment was 5,107, increasing to 5,146 in 1987 and 5,284 in 1988. These enrollment numbers demonstrate a current growth rate of nearly 1.72% per year. Much of the growth in enrollment was in the junior high school, which experienced a 5% enrollment increase from 1986 to 1988. The senior high school experienced an overall enrollment decrease of 4%, and the elementary schools an increase of 3.3%. A result of this recent growth, additional classroom space has been constructed at Lynnwood, Valley Mills, and West Newton Elementary schools. Map 14 displays the location and names of Decatur Township Metropolitan School District's school campuses.

Table 22

SCHOOL ENROLLMENT

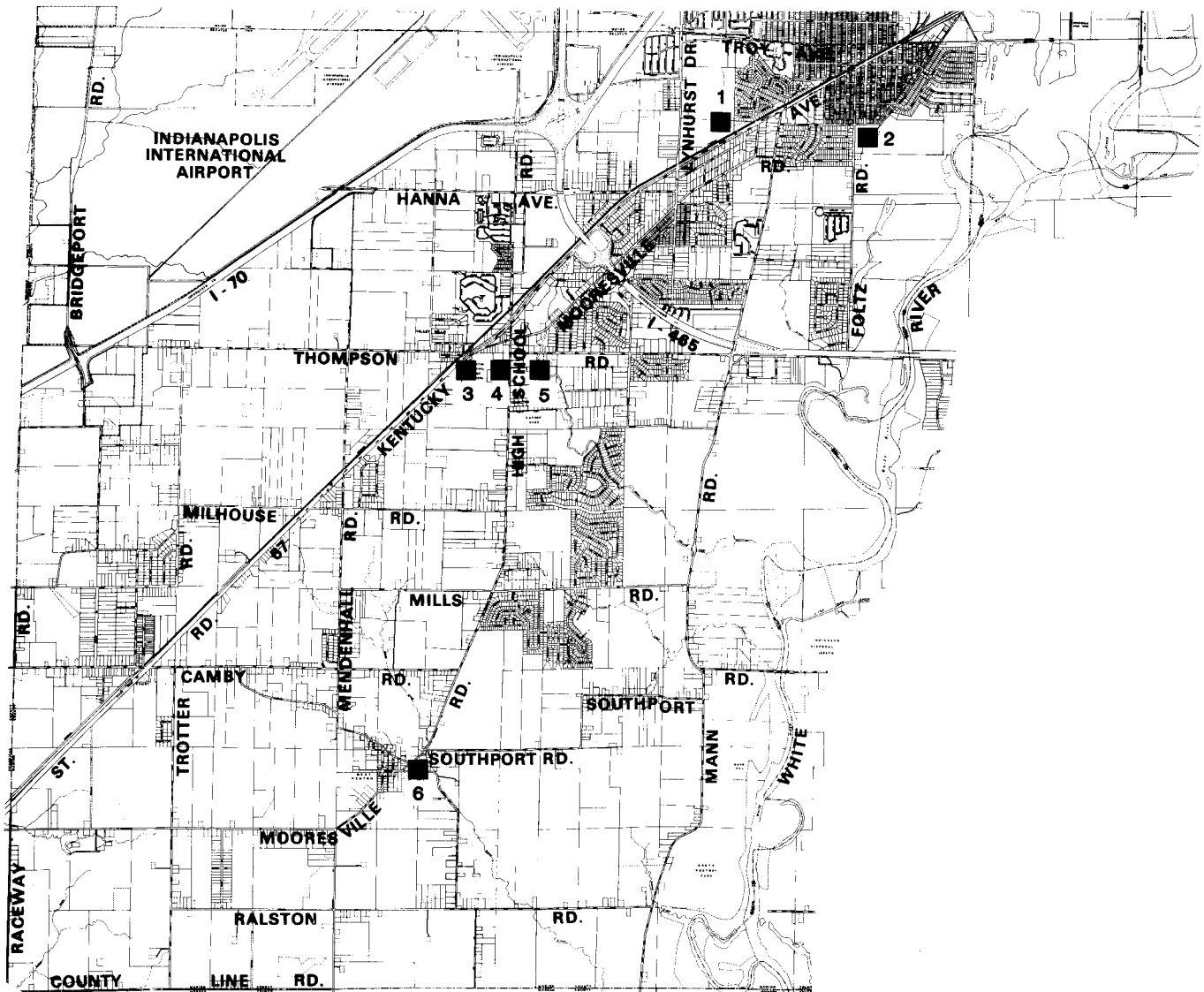
	<u>1978</u>	<u>1980</u>	<u>1982</u>	<u>1984</u>	<u>1986</u>	<u>1988</u>
Township	4,497	4,488	4,929	5,061	5,107	5,284
County	161,335	151,297	143,127	142,440	136,162	135,737

PERCENT CHANGE IN ENROLLMENT:

	<u>'78-80</u>	<u>'80-82</u>	<u>'82-84</u>	<u>'84-86</u>	<u>'86-88</u>	<u>Sum</u> <u>'78-88</u>
Township	-0.2%	+9.8%	+2.6%	+0.9%	+3.4%	+17.5%
County	-6.2%	-5.3%	-0.4%	-4.4%	-0.3%	-16.6%

Fire and Police Services

The Decatur Township Fire Department has four fire stations which serve the township. Map 15 shows the locations and addresses of each fire station. Ambulance service is provided to Decatur Township through the fire department at



DECATUR TOWNSHIP

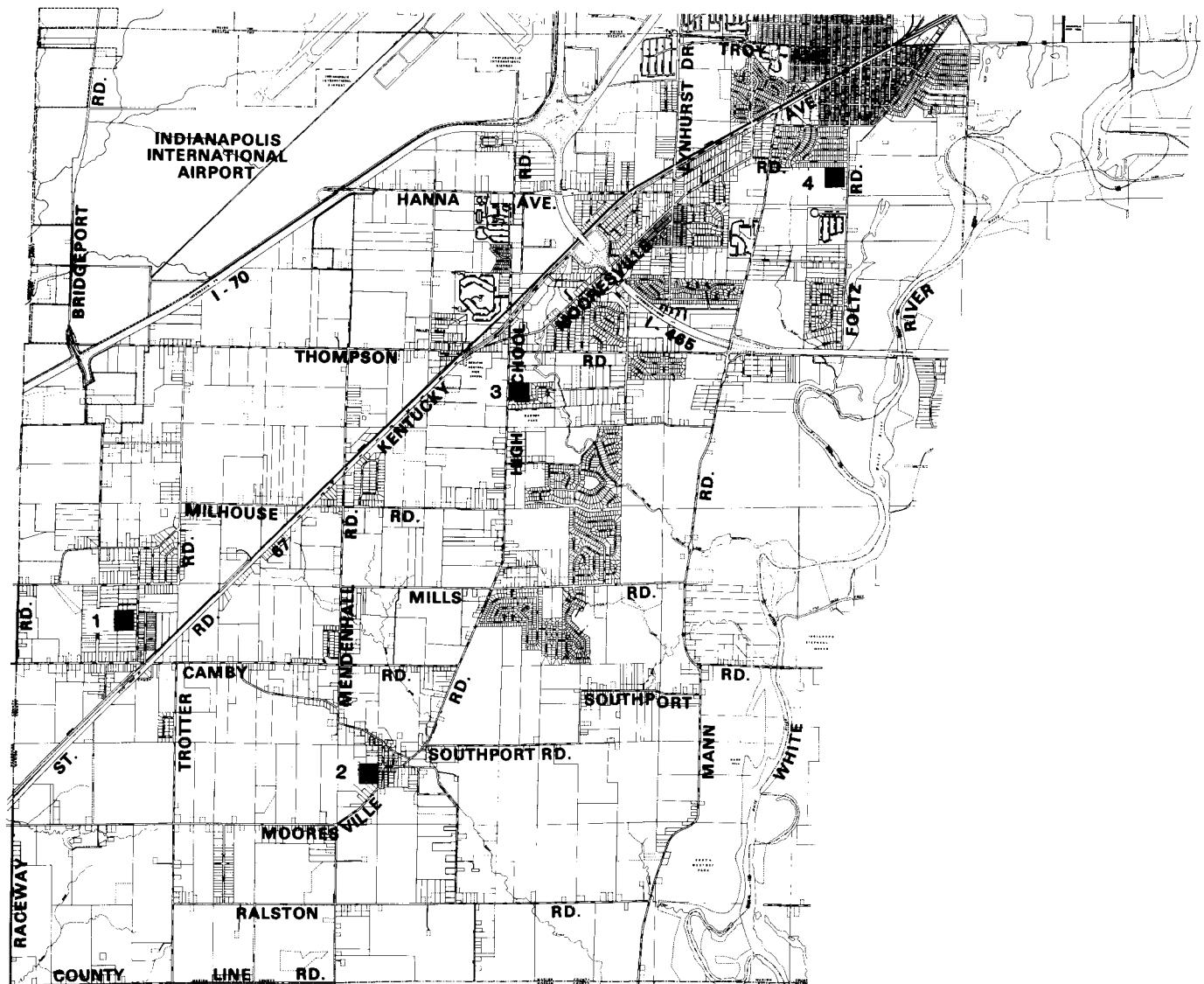
MAP 14 / SCHOOLS

- | | |
|------------------------------|---------------------------|
| 1 Lynnwood Elementary | 4 Decatur Twp. Jr. High |
| 2 Stephen Decatur Elementary | 5 Valley Mills Elementary |
| 3 Decatur Central High | 6 West Newton Elementary |

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DECATUR TOWNSHIP

MAP 15 / FIRE STATIONS

- | | |
|---------------------|---------------------------|
| 1 6715 Ratcliff Rd. | 3 5147 S. High School Rd. |
| 2 7202 Pearl St. | 4 3750 S. Foltz Rd. |

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Station Numbers 1, 3, and 4. The fire Station located at 7202 Pearl Street was built in 1985 and a new fire station is proposed for construction at 5900 South High School Road. The new station will replace Station Number 1, located at 5147 South High School Road, and will also house the Decatur Township Trustee and Assessor's offices.

Police protection is provided to Decatur Township by the Marion County Sheriff's Department. There are no physical facilities, such as precinct stations, within the township. Service is provided through mobile patrols.

Parks

Decatur Township has two functional parks, Carson Park and Southwestway Park. The location of these parks are shown on Map 15. Carson Park is a twenty-two acre neighborhood park. A neighborhood park is designed to provide open space and serve a broad segment of the population. The park serves a neighborhood within reasonable walking and biking distances. Activities available at a neighborhood park can include active play and sports areas with equipment, as well as passive areas. The neighborhood park often is located adjacent to schools and neighborhood centers, away from rail roads or high volume roadways. Carson Park is not a typical neighborhood park - although designed as a neighborhood park, it performs as a community park. Table 23 displays the estimated current population and resulting acreage demand requirements for Decatur Township. The Table shows that Decatur Township should have a total of 54.1 acres of neighborhood park land.

Community Parks are another type of park which could serve Decatur Township. Currently there are no community parks in the township. Table 23 displays an existing need of 173.1 acres for a community park. A community park is designed to serve several neighborhoods of the city/township. The purpose of a community park is to provide a major recreation area with organized programs, which can withstand intensive use and yet contain open space.

Southwestway Park is a regional park and is 357 acres in size. A regional park is designed to provide a sense of remoteness from the urban environment. Regional parks should contain major recreational facilities such as activities for a lake, river, or other natural features. Table 23 shows that there is a deficit of 75.8 acres of regional park land in Decatur Township.

Table 23
CURRENT PARK NEEDS IN DECATUR TOWNSHIP

<u>Park Type</u>	<u>Standard acreage/1000 people</u>	<u>Acreage demand</u>	<u>Supply</u>	<u>Surplus/ Deficit</u>
Neighborhood	2.5/1000	54.1	22.0	-32.1
Community	8.0/1000	173.1	0.0	-173.1
Regional	20.0/1000	<u>432.8</u>	<u>357.0</u>	<u>-75.8</u>
TOTAL		<u>660.0</u>	<u>379.0</u>	<u>-281.0</u>

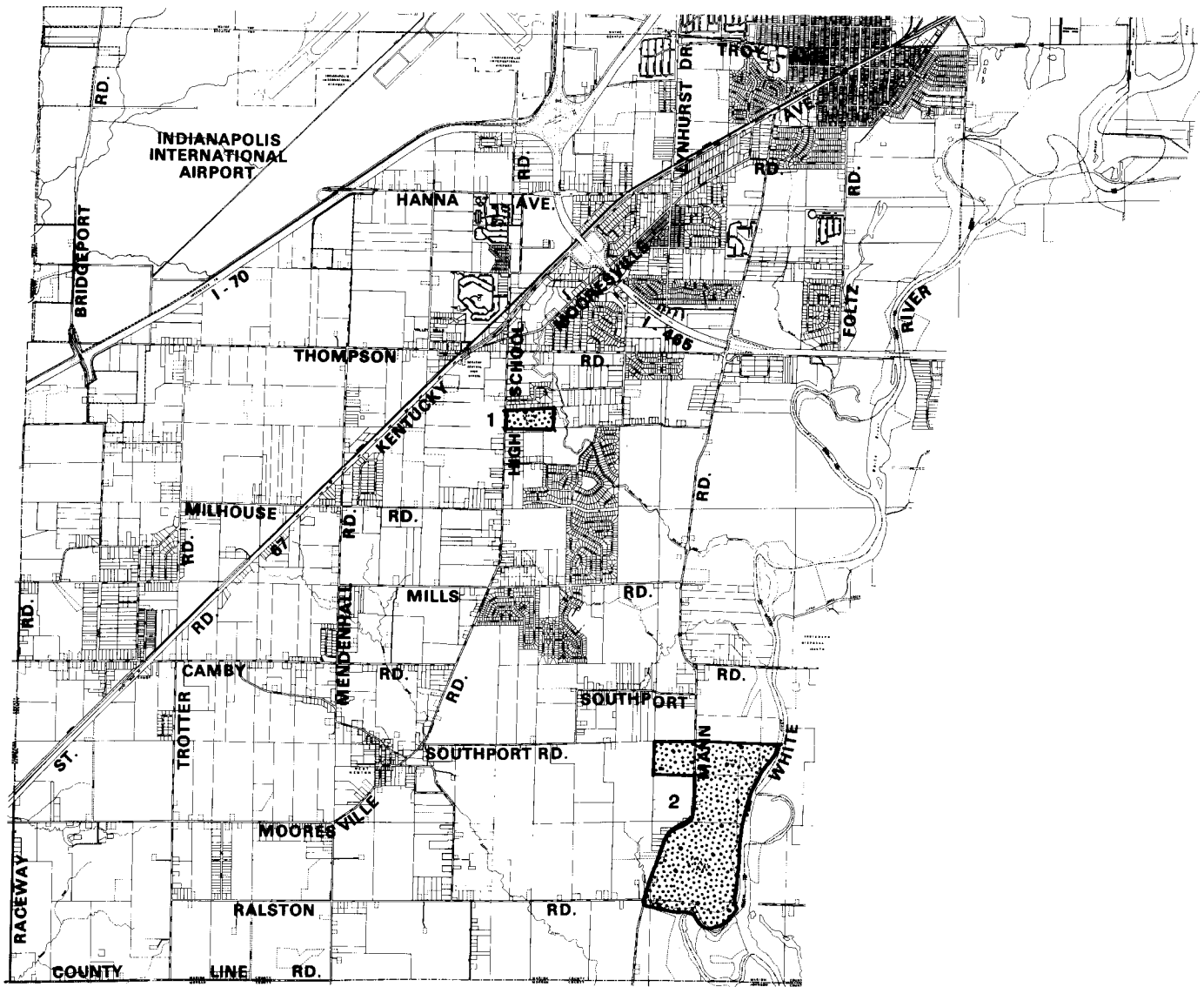
*Based on Decatur Township Population Estimate
July 1, 1989 = 21,642

Table 24 shows future Decatur Township park land needs based upon population projections. The population projections were made in Chapter 9 and account for full build-out. The park land needs may not be apparent until the township experiences development demand. The City should anticipate the need and plan accordingly. This table can assist the community in anticipating future Township park land needs.

Table 24
PROJECTED PARK NEEDS IN DECATUR TOWNSHIP

<u>Park Type</u>	<u>Standard acreage/1000 people</u>	<u>Acreage demand</u>	<u>Supply</u>	<u>Surplus/ Deficit</u>
Neighborhood	2.5/1000	165.0	22.0	-143.0
Community	8.0/1000	528.0	0.0	-528.0
Regional	20.0/1000	<u>1320.1</u>	<u>357.0</u>	<u>-963.1</u>
TOTAL		<u>2013.1</u>	<u>379.0</u>	<u>-1634.1</u>

*Based upon Decatur Township Population of 66,009 projected at full development in Chapter 9 of this Data Inventory.



DECATUR TOWNSHIP

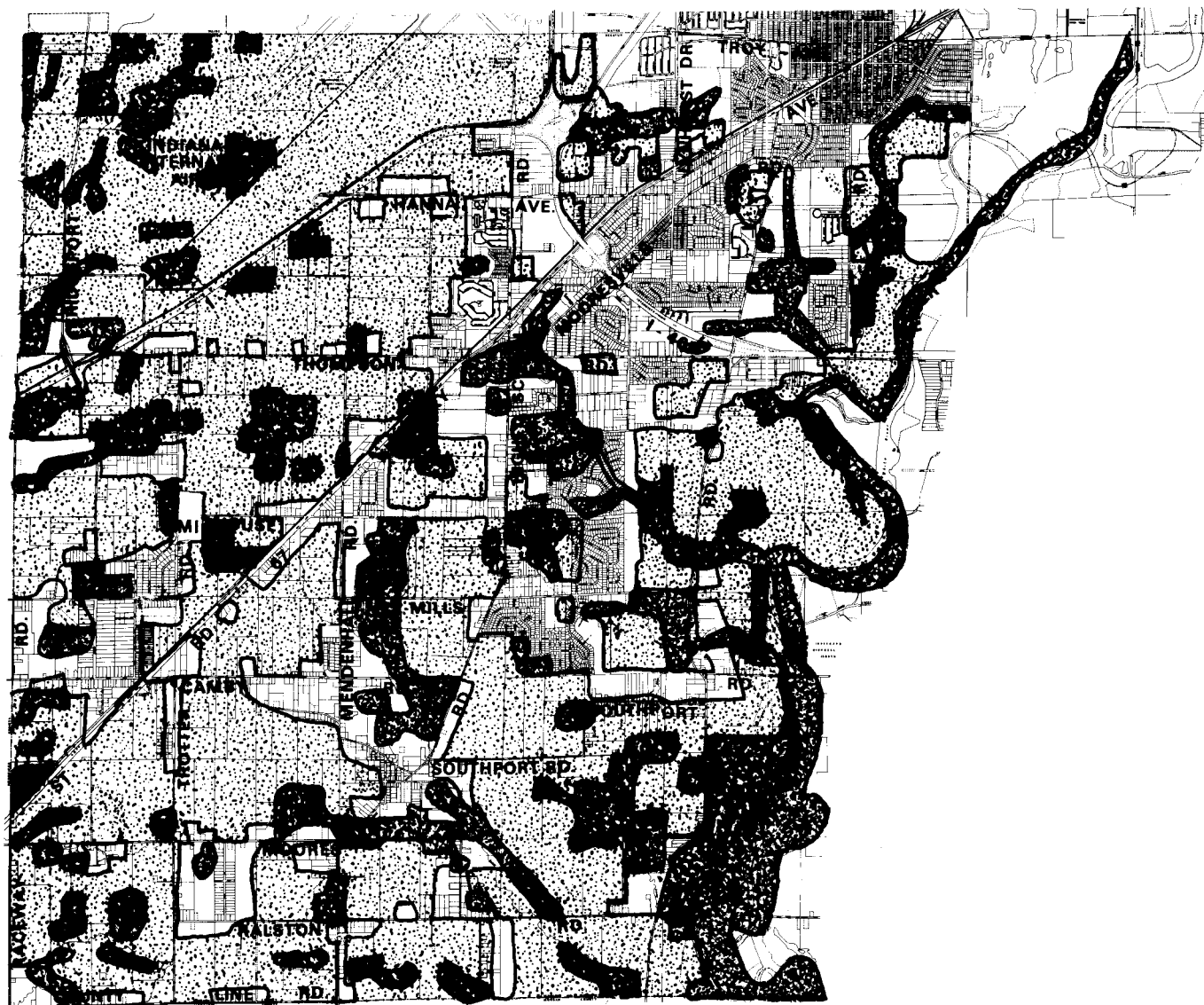
MAP 16 / EXISTING PARKS

- 1 Carson Park
- 2 South Westway Park

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DECATUR TOWNSHIP **MAP 17 / OPEN SPACE / TREE COVER**



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CHAPTER 8

DEVELOPMENT DETERMINENTS IN DECATUR TOWNSHIP

A number of natural and man-made factors contribute to the amount, type, and direction of development in a community. These factors are called growth determinants. Seven growth determinants (soils, sanitary sewer system, drainage system, flood hazard areas, water service, gas service, and electrical service) are described in this chapter. The eighth determinant, the Indianapolis roadway system, is described separately in Chapter 6.

SOILS

In developing portions of Marion County, a fundamental factor to be considered prior to urban development is the soil's capability to accommodate development with a minimum of adverse economic and environmental consequences.

In 1969, a Soil and Water Conservation District (SWCD) was established in Marion County to promote soil and water conservation. The SWCD receives technical assistance from the United States Department of Agriculture, Soil Conservation Service (SCS). One of the major accomplishments of the district was the identification and mapping of soils within Marion County (completed in 1974). All soils rated for urban development potential according to their suitability for a septic tank absorption field and a structural foundation. Slight, moderate, and severe soil limitations are defined as follows:

- slight: soils are favorable and limitations are minor and easily overcome;
- moderate: soils are unfavorable but limitations can be overcome by special planning and design; and
- severe: soils are so unfavorable that special designs, or intensive maintenance is required.

These soil ratings primarily depend on soil characteristics such as shrink/swell potential, shear strength, and soil compressibility.

Limitations of Soils Data

1. The soils data provided by the SWCD does not eliminate the need for on-site testing, evaluation, and planning before design and construction takes place on a specific site.
2. Soil areas too small to delineate (generally, less than two acres) may occur within another soil mapping area. Therefore, more detailed site evaluation is required if small sites are to be developed.

3. Through the application of proper design and construction techniques, it is possible to overcome many of the limitations of a soil for a specific use.

Charting and Mapping of Soils

The 24 different soil types identified in Marion County can be grouped into four major soil associations. When the soils are grouped into only four associations some of the detail is sacrificed. However, such groupings are useful in presenting an overall picture of the township's soil characteristics. This generalized picture is important for broad planning purposes such as planning a transportation corridor recommending development densities or comparing geographic areas. Map 18 and Table 25 show the generalized soil associations characteristics of Decatur Township.

The soil map information indicates that most of the urbanized area is located in parts of Decatur Township where Urban Land-Fox Ockley soil associations predominate. These soils slightly limit septic system development due to poor filter and erosion character.

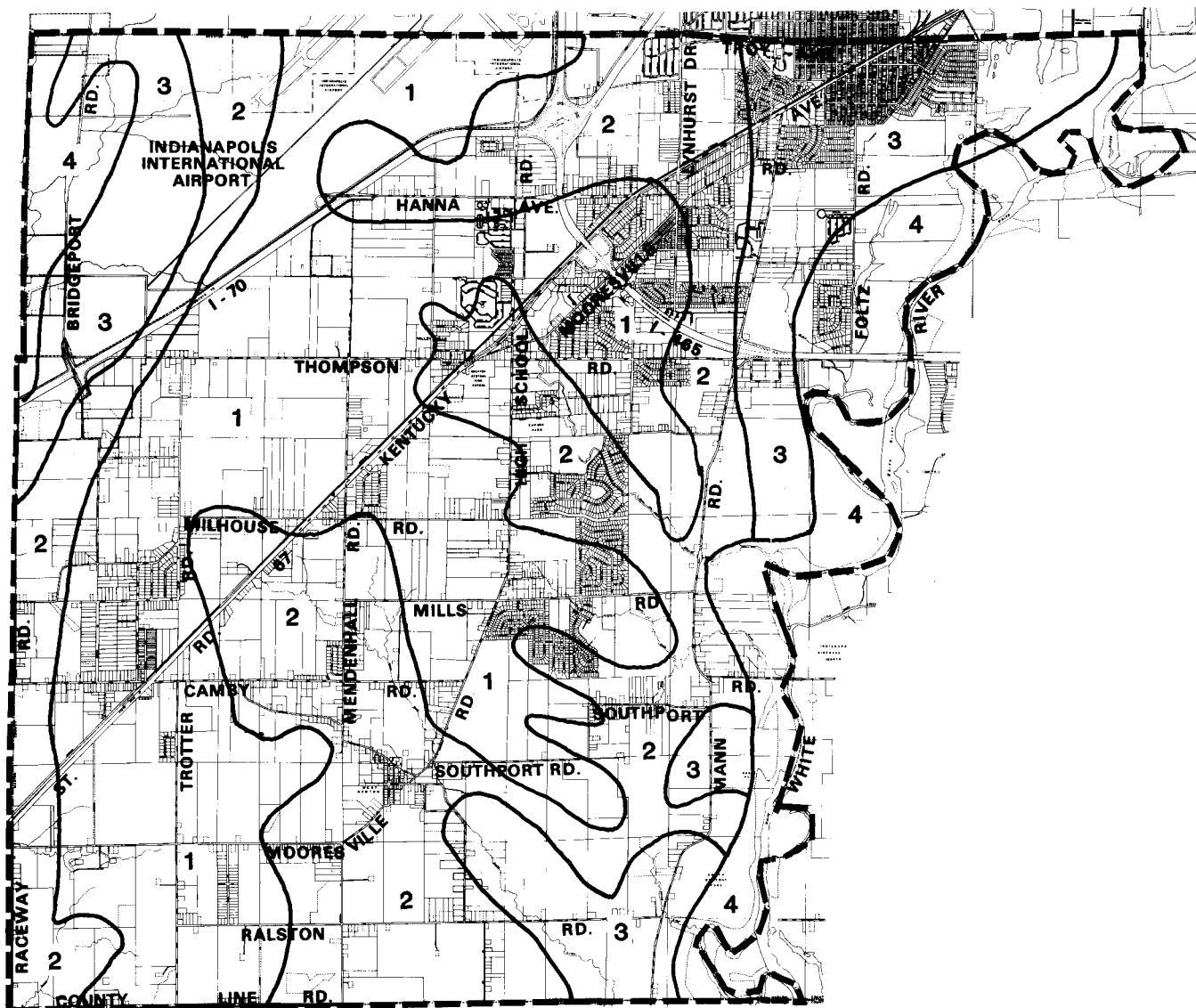
Of the six possible characteristics which could cause a soil to be severely limited, three are present in Decatur Township and Marion County -- a seasonal high water table, slow permeability, and surface water ponding are all prevalent for those soils which have been identified as severely limited. Overcoming these severely limiting soil characteristics requires both sanitary sewer service and associated surface water removal which will prevent contamination of groundwater and drinking water supplies. Storm sewers are also needed, especially where subsurface drainage outlets are inadequate or non-existent.

The generalized soils information for Marion County and for Decatur Township can also be expressed in percentages. Table 24 identifies the percentages for the four major soil associations found in Marion County and in Decatur Township.

The percentages of the various soil associations found in Decatur Township differ slightly with the overall County percentages. As described earlier, a severe rating for septic system means that soil properties are so unfavorable or so difficult to overcome that major soil reclamation, special designs, or intensive maintenance is required.

SANITARY SEWER SYSTEMS

The availability of sanitary sewers is a key factor affecting the rate and type of growth in portions of Marion County. In Decatur Township, the availability of sanitary sewers is extremely important due to the unsuitability of the soils to accommodate the wastewater from a septic system.



DECATUR TOWNSHIP

MAP 18 / SOIL ASSOCIATIONS

SOIL TYPE	APPROXIMATE ACRES	%
1 Crosby - Brookston	7764	38
2 Miami - Crosby	6379	32
3 Urban Land - Fox - Ockley	4113	20
4 Genesee - Sloan	2454	12

The preparation of this map
was financed in part by a
Community Development Block Grant



October, 1989
Department of Metropolitan Development
Division of Planning
Indianapolis-Marion County, Indiana

Table 25

**SOIL ASSOCIATIONS FOR MARION COUNTY
AND DECATUR TOWNSHIP**

<u>Soil Association</u>	<u>Percent of Marion County</u>	<u>Percent of Decatur</u>	<u>Limiting Characteristics</u>	<u>Septic Systems</u>
Urban Land-Fox-Ockley	18%	20%	Poor filter, erosion	slight
Crosby-Brookston	40%	36%	Poorly drained, wetness, ponding	severe
Miami-Crosby	30%	32%	Wetness, erosion, ponding	severe
Genesee-Sloan	12%	12%	Flooding, wetness, poorly drained	severe

SOURCE: Soil Survey of Marion County, Indiana. United States Dept. of Agriculture, Soil Conservation Service in cooperation with Purdue University Agricultural Experiment Station.

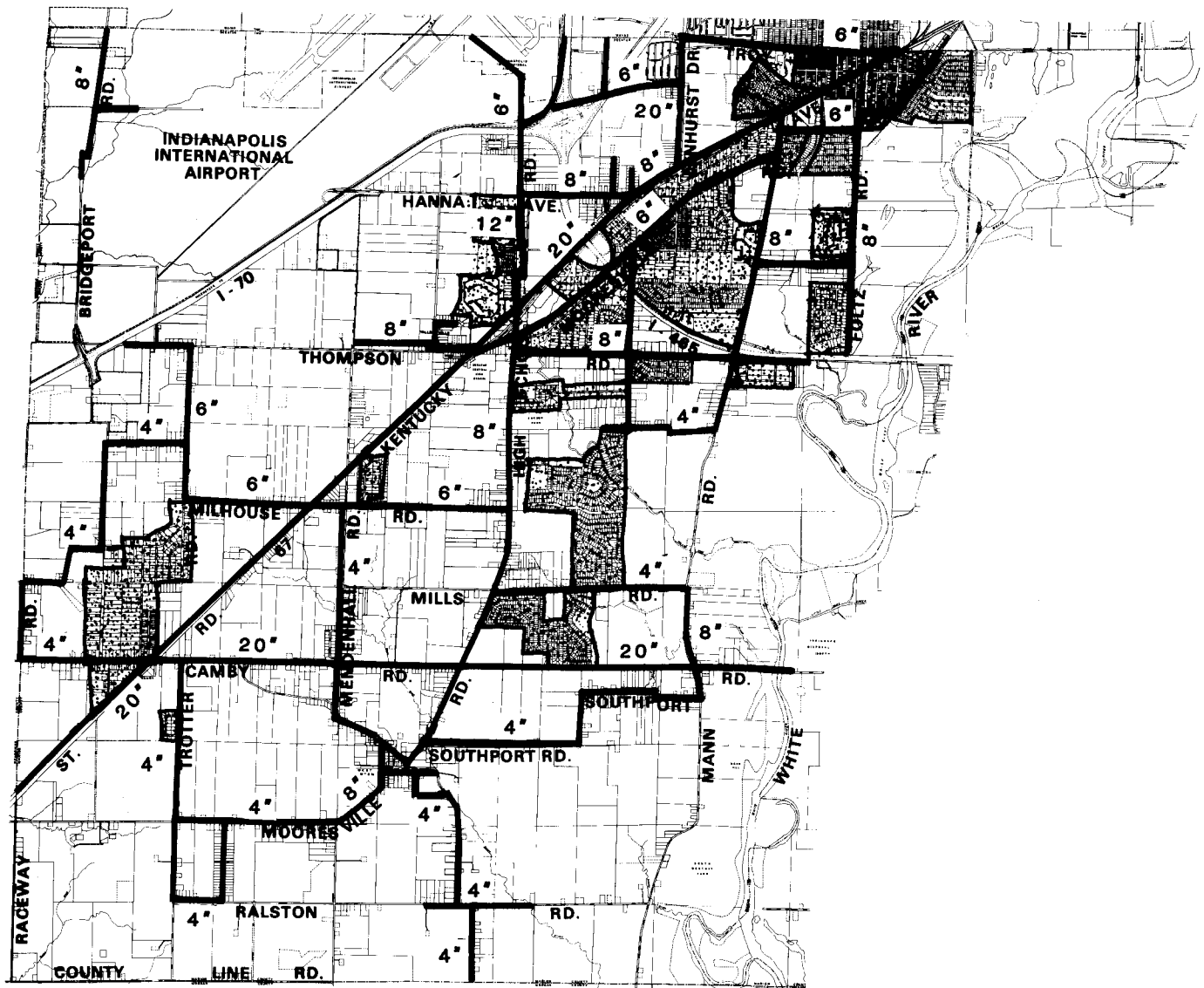
Influence of Soil Types

A small portion of Decatur Township is served by sewers (approximately one-half). However, the remaining one-half section is not. All the developed areas, with the exception of the sewered areas, rely on septic sewage systems. This poses a serious problem when combined with the fact that the area's predominant soil types (Crosby-Brookston, Miami-Crosby, and Genessee-Sloan) cannot adequately sustain a septic system without intensive maintenance and special design.

The Marion County Soil Survey, completed in 1974, identified the predominance of these soil types in the area and rated them "severe" for septic systems. Crosby - Brookston soils carry severe limitations because of the presence of clay and high seasonal water tables. The clay prevents the natural absorption of the septic water by the soil. A high water table also inhibits absorption by saturating the soil and thus preventing the absorption of the septic water discharge. Both conditions result in the sewage remaining on or near the surface of the ground where it can easily endanger the health of residents.

Miami - Crosby soils are rated severe for septic systems because of wetness and erosion. The Crosby component of this soil type has problems similar to those mentioned above. When Crosby is combined with the rolling and sometimes steeply sloped Miami soils, ponding water will occur in the depressions after a storm. The surface water will saturate the soils and inhibit the absorption of the septic system effluent.

The final soil type, Genessee - Sloan, has a severe rating for septic systems because of its location in floodplains areas near creeks, streams and rivers. If flooding occurs, septic systems situated in these soils will fail. As the water recedes it will transmit the sewage into the nearby creeks and White River.



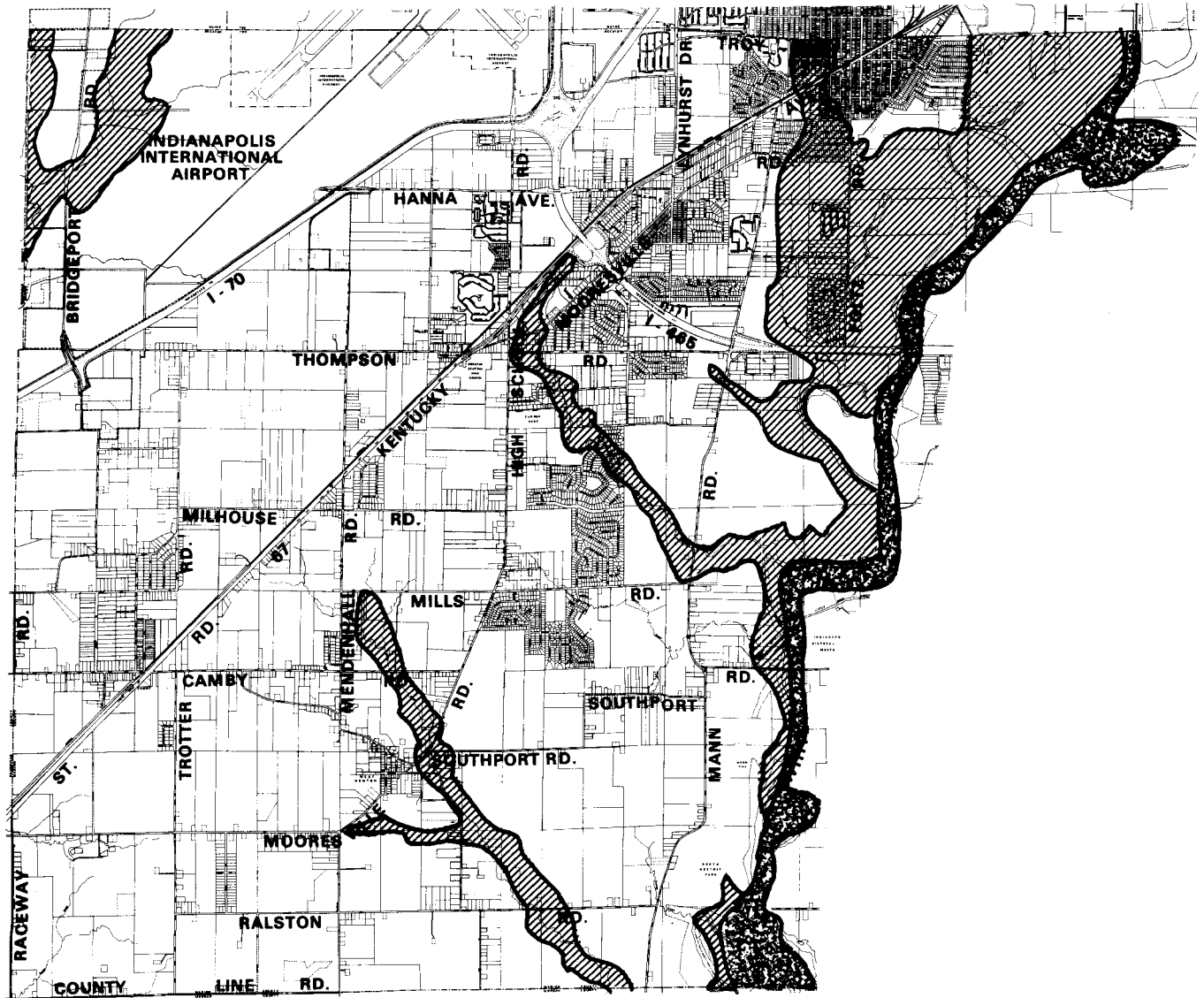
DECATUR TOWNSHIP **MAP 19 / GAS SERVICE 1989**

 Gas mains
 Areas served

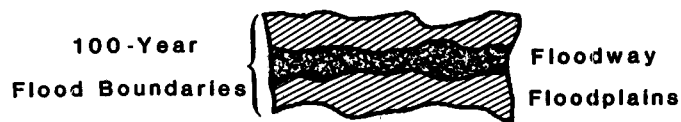
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 Indianapolis-Marion County, Indiana



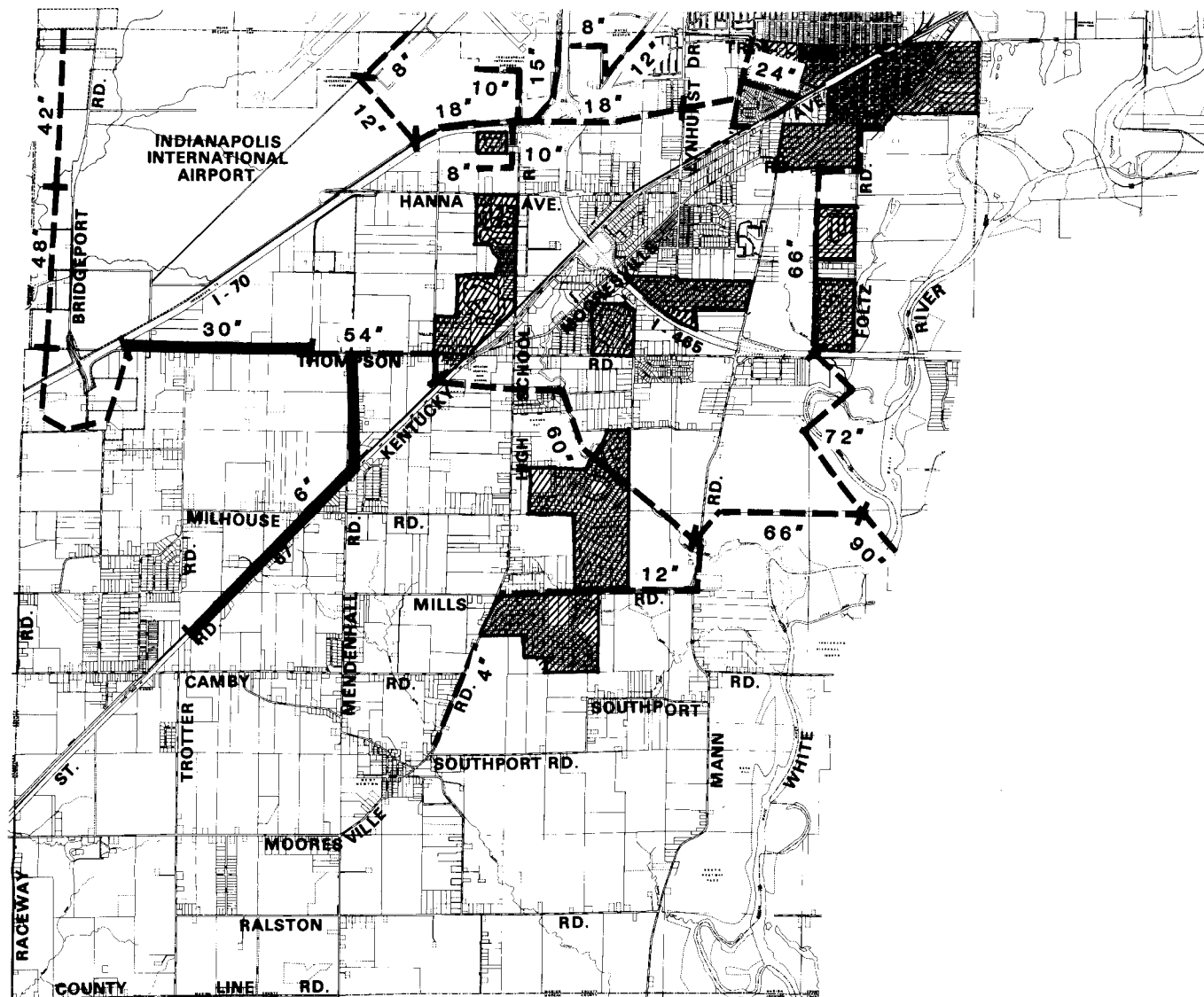
DECATUR TOWNSHIP **MAP 20 / GENERALIZED FLOODPLAINS**



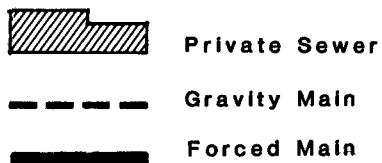
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Division of Planning
Indianapolis Marion County, Indiana

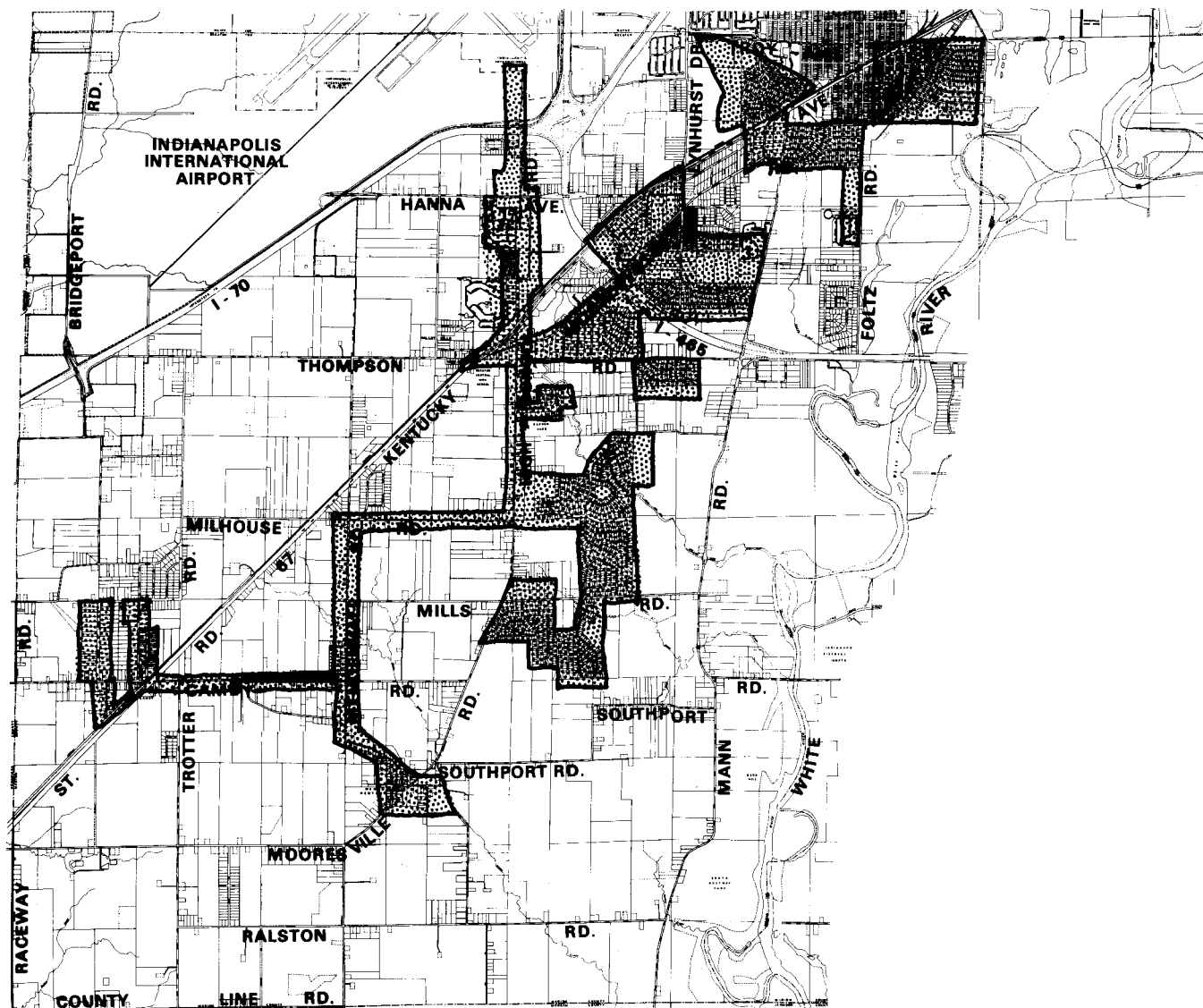


DECATUR TOWNSHIP **MAP 21 / SEWER SERVICE 1989**



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DECATUR TOWNSHIP **MAP 22 / WATER SERVICE AREAS 1989**

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 Division of Planning
 Indianapolis - Marion County, Indiana

CHAPTER 9

PROJECTED CHARACTERISTICS OF DECATUR TOWNSHIP

One of the purposes of this document is to provide a picture of Decatur Township's future in terms of its socio-economic characteristics. This section includes the estimation of population and employment within Decatur Township by utilizing land use maps, housing starts and losses data, and various U.S. Census materials. Using these sources, projections of social and economic indicators were made to create an image of Decatur Township as it would exist if it were fully developed as recommended by the 1984 Comprehensive Plan. These projections are also based on the assumption that all existing uses and buildings on developed land would remain intact.

The residential element of Decatur Township's future will be presented through estimates of future housing stock, number of households, and total population. The commercial element will be identified via projections of office and retail employment, total acreage of land committed to office and retail uses, and the total square footage of building space devoted to those uses. Projections of industrial employment and land use will be similarly presented.

Methodology

The first step to generate the following forecasts was to determine the acreage devoted to existing land uses through the interpretation of aerial photographs and field investigation. The land use information was transposed onto township maps, and the total acreage committed to each land use classification was calculated. The land use forecasts were then determined by adding the recommended land use acreage for all the remaining vacant parcels, as presented in the 1984 Comprehensive Plan. The underlying assumption, therefore, is that all undeveloped land will develop in accordance with the 1984 Comprehensive Plan.

The residential element of these projections was determined by multiplying the 1988 existing housing density (average number of units per acre) for both the single-family and multi-family categories to the corresponding acreage of vacant land planned for each. Thus, an estimated future increase in number of units for each category was calculated. The sum of the estimated change and the total number of existing units provides a projection of total single-family and total multi-family housing units at the point of full development for Decatur Township.

The future commercial and industrial characteristics of Decatur Township were estimated by applying an assumed average building square footage per acre to each category's total acreage. The figure was determined for Pike Township in 1987, and was judged to be a reasonable approximation of the average figure for

Decatur Township. The total number of undeveloped acres recommended for office, retail and industrial use by the 1984 Comprehensive Plan were then converted to square footage of built-up space. The density (building square footage per acre) of existing commercial and industrial development was assumed to remain constant. These projections of total building space then provided a basis from which to estimate future employment.

Residential Characteristics

If Decatur Township were to realize full development in the manner suggested by the 1984 Comprehensive Plan, it would experience a 396% increase in total housing units over what existed in 1987. By comparison, the actual rate of increase for the most recent seven year period for which data is available (1980-1987) was 7.5%. Using the methodology described above, Decatur Township could absorb another 35,099 units, while maintaining current densities, under the full development scenario presented by the 1984 Comprehensive Plan.

The proportion of the housing stock which would be made up of multi-family housing would increase from 15% in the 1987 estimate to 27% in the case of full development, meaning the current plan favors multi-family development in the remaining undeveloped portions of Decatur Township. The Comprehensive Plan would provide for an additional 19,545 units of single-family and 8,475 units of multi-family. The proportion of total units which would be single-family therefore would decrease from 85% to 73%.

An estimate of total households in Decatur Township is determined by multiplying the number of housing units by an assumed occupancy rate of 97.6% (based on the actual occupancy rate in Decatur Township for 1987, as reported by the Postal Vacancy Survey). According to the U. S. Census, 6,316 households resided in Decatur Township in 1980. The land use studies of Decatur Township indicate that in 1986, that figure had risen 9% to 6,909 households. At full development, the number of households in Decatur Township would increase to 34,257 households.

Total population for Decatur Township in a state of full development is projected to be 77,078 persons, constituting a 271% increase over the 1986 U.S. Census Bureau estimate of 20,720 persons. To reach this figure, the projected 34,257 total households were multiplied by an assumed average of 2.25 persons per household. An average of 2.25 persons per household was assumed by the Division of Planning on the basis that the current downward trend in average household size is expected to continue, and that Decatur Township's average household size will decline to the county average.

Commercial Characteristics

Full or total development as recommended by the 1984 Comprehensive Plan would result in an increase in commercial property of 270 acres over the 1988 total of 71 acres. Retail is assumed to account for 78% of Decatur Township's commercial land, and would therefore realize a 306% increase, from 69 acres in 1988 to 211 acres at full development. Offices would occupy an additional 59 acres of land, a 3,278% increase over the 1988 level. In terms of building square footage, retail commercial would experience an increase of 1.7 million square feet, while office use would post a gain of 602,198 square feet. Therefore, at full development, a grand total of 2,361,761 square feet of commercial building space would occupy 341 acres of commercial land in Decatur Township.

Industrial Characteristics

In 1988, approximately 171 acres of Decatur Township had an industrial use. Under the 1984 Comprehensive Plan's full development scheme, the addition of 2,474 acres would boost Decatur Township's industrial base 1446% above 1988 levels in terms of developed acreage. Square footage of building space would also increase by 22.8 million square feet.

As the acreage devoted to commercial and industrial uses increases, Decatur Township's employment will also increase. Employment densities of one, two, and three persons per 1,000 square feet for industrial, retail commercial, and office commercial respectively were assumed. By multiplying each of these assumed densities by its corresponding estimated additional future building square footage, an estimate of additional employment in Decatur Township is calculated for each category. Total employment in Decatur Township would rise by roughly 28,215 persons.

RATE OF DEVELOPMENT

The projected residential and commercial full development characteristics of Decatur Township were based on the fixed number of acres and the recommendations contained in the adopted Comprehensive Land Use Plan. By applying densities and types of development historically found in Decatur Township to the fixed number of total acres, a future development mix was projected with a reasonable degree of certainty. Forecasting the following rates of development was done with somewhat less certainty.

Housing

To prepare a housing development rate, the 1960, 1970, and 1980 U.S. Census information was combined with the 1986 Decatur Township housing inventory previously estimated. Using these

data, three annual housing production (or development) rates were derived:

- * 26 year rate (1960-1986)..... 171 units/year
- * 16 year rate (1970-1986)..... 179 units/year
- * 6 year rate (1980-1986)..... 56 units/year

By applying these rates to the additional 28,020 units projected for full residential development of Decatur Township, three possible development horizons were established:

- * 28,020 units divided by 171 units/year = 164 years
(year 2151)
- * 28,020 units divided by 179 units/year = 156 years
(year 2143)
- * 28,020 units divided by 55 units/year = 502 years
(year 2489)

The range of years for full residential development of Decatur Township is projected to be from 156 to 502 years; that is, total residential development of Decatur Township, (given that future development rates will fall between 55 and 179 units per year) should be reached sometime between 2151 and 2489 AD.

Commercial

The rate of development for commercial land was formulated based upon development prosed for the southern one-third of Perry Township. The Comprehensive Plan recommends 22% office space and 78% retail commercial development. These figures were then applied to the 1984 Comprehensive Plan recommendations for Decatur Township. On the average, 34,283 square feet of commercial building space was added to Decatur Township's total each year. By dividing this annual average into the additional 2,361,761 square feet of commercial development required to reach the full commercial development anticipated by the 1984 Comprehensive Plan, an estimated full development time horizon of 69 years is calculated. Assuming that recent rates of commercial development remain relatively stable over the next decade, full commercial development of Decatur Township is projected to occur by 2056.

Industrial

The projected development rate for Decatur Township's industrial sector was calculated by averaging the square footage of industrial construction for the years 1984 through 1987. The development horizon was calculated in the same manner as the commercial projection. On average (based upon 1984-1987 data), 82,966 square feet of industrial construction occurred annually. By dividing this number into the estimated 22,888,804 square feet of industrial development still anticipated for Decatur Township, it is determined that complete development would occur in 275 years.

PROJECTION SUMMARY

Decatur Township possesses substantial undeveloped tracts of land which can accommodate future development. In order to reach full development as proposed by the 1984 Comprehensive Plan, the township would experience a 396% increase in total housing units, a 397% increase in commercial development, and a 3,651% increase in industrial development. As a result, the number of households in Decatur Township would increase by 297%, and population by 395%. Employment is projected to increase by 28,215 persons. Projected rates of residential development would bring Decatur Township to full development by the year 2489. Commercial and industrial development rates suggest a horizon of 2056 to 2262.

The projected horizons for full development of Decatur Township are distant, ranging from 69 to 275 years in the future. However, it is important to remember that these projections are based on current rates of development and those of the recent past. Decatur Township's rate of development is actually more likely to increase to some extent as the Township begins to develop. As the area develops, vacant land will become more scarce and increasingly encumbered with constraints to development, making land more expensive both to acquire and to develop. As a result, infill development of vacant land will take longer than the earlier development. Consequently, the two more distant horizons present a realistic estimate of the range of time during which full development of Decatur Township might be reached.

It will be many years before Decatur Township is fully developed. Although this is a long period of time, the amount and rate of development necessary to reach a state of full development by 2056, 2143, or even 2262 is very likely to heavily burden the local infrastructure. As recent development has outpaced infrastructure in other townships, township residents and businesses may face congestion, delays in service, and less than acceptable margins of safety as the public sector struggles to catch up with demand. Although Decatur Township's growth has been slower, it could rapidly accelerate if key determinants (interstate access) come on line. Therefore, in addition to addressing the typical issues of land use appropriateness and intensity, the Decatur Township Plan will need to address the issue of development phasing and methods to encourage development.

WORK CONSULTED

A Brief History of Early Decatur Township. Valley Mills

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"Snakes". Indianapolis News. January 3, 1931.

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Indiana. I. H. Everts & Co. Philadelphia: 1884

Reprint: 1974



ELECTED OFFICIALS

William H. Hudnut, III, Mayor

CITY-COUNTY COUNCIL

Dr. Philip Borst, 25	David P. McGrath, 20
Julius F. Shaw, AL	Jeff Gloc, 17
Susan Williams, 22	Ray R. Irvin, 21
Mary Bridget Moriarty, 15	Dwight Cottingham, 18
Beulah Coughenour, 24	William Schneider, 3
Beverly Mukes-Gaither, AL	Carlton E. Curry, AL
William A. Dowden, 4	Kenneth N. Giffin, 19
Stanley P. Strader, 23	Harold Hawkins, 16
Gordon G. Gilmer, 1	Paul H. Jones, 10
Glenn L. Howard, 9	John Solenberg, 5
Rozelle Boyd, 11	Stuart F. Rhodes, 7
Richard F. Clark, 13	Allen L. Durnil, 14
Beurt SerVaas, 2	Holly M. Holmes, 8
Stephen R. West, 6	Betty Ruhmkorff, 12
David M. Brooks, AL	

ADMINISTRATION AND POLICY DIRECTION

METROPOLITAN DEVELOPMENT COMMISSION

James Wade, Jr., President	Lois Horth
Dr. Lehman D. Adams, Jr.	Mary Ann Mills
Ed Buckley	Michael Rodman
James Curtis	Robert Samuelson
Michael J. Feeney	

DEPARTMENT OF METROPOLITAN DEVELOPMENT

M. D. Higbee, director
Stuart Reller, Administrator, Division of Planning

PROJECT COORDINATION

Clarke Kahlo, Deputy Administrator
Tom Bartlett, Senior Planner
Kira Schmidt, Planner
Jennifer Schmidts, Intern
Kelly Dale, Secretary
Phil Pettit, Drafting Superintendent
Darrell Walton, Draftsman
Kenneth Percy, Print Shop Manager
George Jacobs, Printer
Burton Carter, Printer

DECATUR TOWNSHIP DATA INVENTORY

ERRATA SHEET

The following items are in error and should be noted by all users of the Data Inventory. Strikeovers indicate text that should be deleted and underlines indicate text that should be added.

1. Page i, line 12 of the Summary:

...the estimated ~~percentage increase in population~~ percentage increase in population is 1.9%, 1.0%, and 3.5% respectively, resulting in an estimated 12.7% ~~percentage increase in population~~ 6.6% increase in population for the...

2. Page i, end of second paragraph of the Summary:

... Decatur Township is over ~~20,000~~ 20,000 acres in size.
...

3. Page 68, Map #6:

Haueisen Road should not be shown as a collector street, it is a local street.

4. Page 70, Table 19:

In Line 13 change in "FROM" column County Line to Harding Street.

In Lines 10 thru 15 change in "EXISTING CAPACITY" column 48,000 to 105,000.

Change in "EXISTING V/C RATIO" and "EXISTING LOS" and "FUTURE LOS" columns the following:

Line 10	1.4489 to 0.66	A to B	E to F
Line 11	1.5938 to 0.73	A to C	
Line 12	1.3971 to 0.64	A to B	
Line 13	1.3831 to 0.63	A to B	
Line 14	0.9523 to 0.43		A to C
Line 15	0.0000 to 0.36		
Line 17		A to B	A to C
Line 18		A to B	A to D
Line 19		A to C	A to D
Line 20		A to E	A to F
Line 29		A to C	
Line 30		A to D	

5. Page 82, Map #7: Milhouse Road and Camby Road should be shown as proposed 4-lane improvements.

DATE: June 11, 1990